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# **DVRPC FY 2001 Transportation Improvement Program**

## **for Southwestern New Jersey and Southeastern Pennsylvania**



### **Volume IV**

## **Public Comments and Agency Responses**



**Delaware Valley Regional Planning Commission**

**Adopted July 2000**

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**DVRPC FY 2001  
Transportation Improvement Program  
for Southwestern New Jersey and  
Southeastern Pennsylvania**

**Volume IV  
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**Delaware Valley Regional Planning Commission**

**Adopted July 2000**

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.



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# **FY 2001 Transportation Improvement Program**

## **Volume IV Public Comments and Agency Responses**

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**FY 2001 Transportation Improvement Program**

**Volume IV  
Public Comment and Agency Responses**

**Part A  
Summary of Public Outreach**







# **SUMMARY OF PUBLIC OUTREACH**

## **FY 2001 TRANSPORTATION IMPROVEMENT PROGRAM**

### **FOR PENNSYLVANIA AND NEW JERSEY**

As residents of the Delaware Valley, we face dramatic challenges to our quality of life – issues that must be addressed if we are to provide a sound future for ourselves and our children. Will traffic congestion continue to play a major role in our lives during the next five or ten years? Will our mobility be constrained by an ineffective transportation system? Will the air we breathe be cleaner?

It is the responsibility of each citizen to become involved in these issues and to play a role in the decision-making process. And, it is the responsibility of the Delaware Valley Regional Planning Commission (DVRPC) to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

As the metropolitan planning organization (MPO), DVRPC is the agency charged with developing the Transportation Improvement Program (TIP) for the nine-county region, which includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. As such, DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the message we receive from the public to ensure trust and future interaction.

#### ***Commenting on the Transportation System***

The TIP, as the agreed-upon list of priority projects for the region, is a key tool in the preservation, management, and expansion of the region's transportation system. That transportation system affects every resident of the Delaware Valley. This year, in response to Title VI and Environmental Justice concerns, DVRPC re-examined the scope of TIP public outreach efforts. Title VI of the 1964 Civil Rights Act states that "no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations. To this end, DVRPC utilized our geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, we targeted our outreach to specific communities as well as to the region as a whole.



In addition to the required legal notices and press releases we issue each year, we held seven public meetings in strategically identified locations as follows:

**TUESDAY - MAY 23, 2000**

Montgomery County Community College  
Room 222  
101 College Drive  
Pottstown, PA

**THURSDAY - MAY 25, 2000**

City Hall  
First Floor Conference Room  
319 East State Street  
Trenton, NJ

**WEDNESDAY - MAY 31, 2000**

Delaware County Government Center  
Room 112 - 109  
201 West Front Street  
Media, PA

**THURSDAY - JUNE 1, 2000**

Walter Rand Transportation Center  
3rd Floor Meeting Room  
100 Broadway Ave.  
Camden, NJ

**TUESDAY - JUNE 6, 2000**

Drexel University  
2019 McAllister Building - Board Room  
33rd and Chestnut Streets  
Philadelphia, PA

**WEDNESDAY - JUNE 7, 2000**

John F. Kennedy Building -  
Café Lounge  
429 J. F. Kennedy Way  
Willingboro, NJ

**WEDNESDAY, JUNE 21, 2000**

Upper Moreland Township Building  
Council Room A  
117 Park Ave.  
Willow Grove, PA

These meetings were one segment of a public comment period that opened on May 22, 2000 and extended to June 23, 2000, and were held from 4:30 - 7:30 p.m. to allow access to both the working and non-working public.

***Reaching Out to the Region's Citizens***

To communicate with as many citizens as possible, DVRPC issued notices of the public comment period and the scheduled public meetings to approximately 2000 individuals and organizations that comprised the welfare-to-work community, traditional transportation and transit users, underserved, minority and low income populations, chambers of commerce and citizens. Approximately 120 individuals attended the various public meetings. In addition, DVRPC staff also contacted representatives from key community organizations (i.e., Greater Philadelphia Works, the NAACP and the Urban Affairs Coalition) to solicit their involvement in reaching specific groups to communicate about the TIP and this opportunity for input. These representatives will also serve as the foundation for a task force to review DVRPC's current public participation techniques and to discuss access and mobility needs. The task force will be an essential component of DVRPC's FY 2001 Work Program project dealing with Title VI and Environmental Justice Implementation.



Legal notices were placed in The Inquirer, The Tribune, La Actualidad, The Trenton Times, and The Courier Post, and media releases were issued in May, 2000 preceding the public comment period. Particular use was made of cable television to target local municipalities. In addition, notices and TIP documents were sent to 30 regional libraries as a means of making this information available to the public. (The list of specific libraries, copies of the proofs of publication of the legal notices, and a sample media release are shown on the following pages.) As other means of public outreach, DVRPC asked SEPTA to place the notice of public meetings and the overview of the TIP in its Metro newspaper and on its website. (A sample Metro page is attached.) NJ Transit also cooperated in communicating the availability of the TIP.

DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) was and is a vital tool in public outreach, and served a useful purpose during this TIP update cycle. The entire TIP document was placed on our webpage, as were the dates and locations of the public meetings and general information. More people downloaded and/or accessed the TIP materials during this public comment period than in any past year. In addition, an email address was established ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)) to facilitate the submission of comments.

### ***What's Next?***

DVRPC will continue to seek more effective means of getting the public involved. The agency is exploring the possibility of producing future notices in Spanish and possibly in Vietnamese and hopes to implement this with the next TIP update. Also in the works for future public outreach are media interviews.









**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515

Telephone: (215) 592-1800  
Fax: (215) 592-9125  
[www.dvrpc.org](http://www.dvrpc.org)

***DVRPC NOTICE OF PUBLIC MEETINGS  
and  
REQUEST FOR COMMENTS***

The Delaware Valley Regional Planning Commission (DVRPC) will hold seven public comment meetings on the draft FY 2001 Transportation Improvement Program (TIP) for the New Jersey and Pennsylvania portions of the region (including Burlington, Camden, Gloucester, and Mercer counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania). The New Jersey public meetings will also serve as the public meetings for the Draft 2001 - 2003 New Jersey Statewide Transportation Improvement Program (STIP).

The meetings are scheduled for 4:30 - 7:30 p.m. as follows:

**TUESDAY - MAY 23, 2000**

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Willingboro, NJ

**WEDNESDAY, JUNE 21, 2000**

Upper Moreland Township Building  
Council Room A  
117 Park Ave.  
Willow Grove, PA



Copies of the draft TIP are available for review at numerous libraries throughout the nine counties of the region, as well as in DVRPC's library, and on the DVRPC webpage at [www.dvrpc.org](http://www.dvrpc.org). These documents will also be available for review at the public meetings.

The Draft FY 2001 TIP for New Jersey contains about 160 projects totaling \$995 million over three years (FY 2001 - 2003). It includes \$582 million in projects related to the highway system and \$413 million in transit related projects. The Draft FY 2001 TIP for Pennsylvania contains over 500 projects totaling about \$3.8 billion over four years (FY 2001 - 2004). It includes \$1.8 billion in projects related to the highway system and \$2.0 billion in transit related projects. Additional information is available in the enclosed Executive Summary.

The public comment period will run from May 22, 2000 through June 23, 2000. Written comments should be mailed to TIP01 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; faxed to 215-592-9125; or e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org).

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or 215-238-2871.





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[www.dvrpc.org](http://www.dvrpc.org)

MAY 19, 2000

**NOTICE TO LIBRARIANS**

***PARTICIPATING IN THE DVRPC PUBLIC OUTREACH PROGRAM***

*SUMMARY: DVRPC's Draft Fiscal Year (FY) 2001 Transportation Improvement Program (TIP) for Southwestern New Jersey and Southeastern Pennsylvania is now available for public review.*

The Delaware Valley Regional Planning Commission (DVRPC) serves as the metropolitan planning organization (MPO) for the nine-county metropolitan area that includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. As such, DVRPC is required to develop a Transportation Improvement Program (TIP) which identifies all priority transportation projects for which federal funds will be sought, along with non-federally funded projects that are regionally significant. Public participation is an essential element of this process.

Your willingness to be a part of this process is vital to its success. We ask that you exhibit the enclosed documents (Volumes I, II and III) in a location that is readily accessible to your patrons. The enclosed public notice outlines the purpose of these publications and the public outreach effort that has been designed to elicit comments.

The public has been directed to send their comments to DVRPC. If you receive any written comments on the Draft TIP, please mail them to: TIP01 - Comments, c/o DVRPC Public Affairs Office, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA 19106. These comments should be in our offices no later than 4:30 p.m. on June 23, 2000. Any questions regarding your role in this outreach effort should be addressed to Eileen Gallagher, DVRPC's Librarian, at 215-238-2817. You and/or your patrons may also email comments to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org).

Thank you in advance for your efforts on our behalf and for your enthusiastic response. Your participation is very much appreciated.

Sincerely yours,

John J. Coscia  
Executive Director

Enclosures







# FY 2001 Transportation Improvement Program

## Pennsylvania Libraries Displaying the TIP

Ramonita G. Derodriquez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123	Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
Northwest Regional Library 68 W. Chelton Avenue Philadelphia, PA 19144	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134
Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149	Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103
West Philadelphia Regional Library 125 S. 52 <sup>nd</sup> Street Philadelphia, PA 19139	Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103
Bucks County Free Library 150 S. Pine Street Doylestown, PA 18901	Levittown Regional Library 7311 New Falls Road Levittown, PA 19055
Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Chester County Library 450 Exton Square Parkway Exton, PA 19341
Newtown Public Library 3544 West Chester Pike Newtown Square, PA 19073	J. Lewis Crozer Library 620 Engle Street Chester, PA 19013
Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038	Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969
LaMott Free Library 7420 Sycamore Avenue LaMott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003



# FY 2001 Transportation Improvement Program

## New Jersey Libraries Displaying the TIP

Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505	Moorestown Library 111 W. Second Street Moorestown, NJ 08057
Camden Free Public Library 418 Federal Street Camden, NJ 08101	Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033
Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970	Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107
Gloucester County Library System 308 S. Main Street Williamstown, NJ 08094	Gloucester County Library System 389 Wolfert Station Rd. Mullica Hill, NJ 08062
Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096	McGowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071
Mercer County Library Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648	Trenton Public Library 120 Academy Street Trenton, NJ 08608



# *MEDIA RELEASE*

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**RELEASE:** May 17, 2000

**CONTACT:** Charles Dougherty  
Associate Director, Transportation Planning Division  
215-238-2863

Candace Snyder  
Director, Public Affairs  
215-238-2875

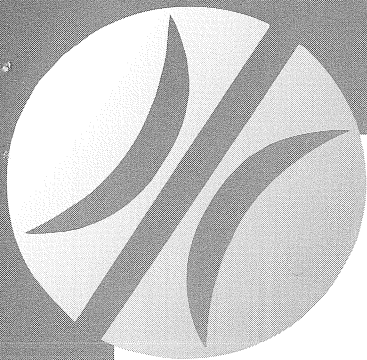
***TRANSPORTATION IMPROVEMENT PROGRAM READY FOR REVIEW***  
*Documents List Transportation Projects for Delaware Valley*

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*Summary: Public review of the Delaware Valley's Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey extends from May 22 through June 23, 2000. The comment period offers seven public meetings; written comments may be mailed or faxed to the Delaware Valley Regional Planning Commission (DVRPC) or emailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). The TIP represents \$995 million in transportation funding for the New Jersey portion of the DVRPC region, and \$3.8 billion for DVRPC's Pennsylvania subregion.*

Through June 23, 2000, Delaware Valley residents will have a unique opportunity to influence the region's future. That date will conclude the 30-day public review period for the Delaware Valley Regional Planning Commission's (DVRPC's) draft Fiscal Year 2001 Transportation Improvement Program (TIP) for the New Jersey and Pennsylvania portions of the Delaware Valley region. The counties in the DVRPC region include Burlington, Camden, Gloucester and Mercer in New Jersey; and Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania.





## **TIP READY FOR REVIEW**

**2**

DVRPC will hold seven public comment meetings on the draft TIP as part of the 30-day comment period that begins on May 22. The public meetings are scheduled prior to consideration of the TIP by the DVRPC Board on July 27, 2000, and are transit, bicycle, and pedestrian-accessible. They are scheduled to be held from 4:30 - 7:30 p.m. as follows:

### **TUESDAY - MAY 23, 2000**

Montgomery County Community College  
Room 222  
101 College Drive  
Pottstown, PA

### **THURSDAY - MAY 25, 2000**

City Hall  
First Floor Conference Room  
319 East State Street  
Trenton, NJ

### **WEDNESDAY - MAY 31, 2000**

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Room 112 - 109  
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Drexel University  
2019 McAllister Building - Board Room  
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Philadelphia, PA

### **WEDNESDAY - JUNE 7, 2000**

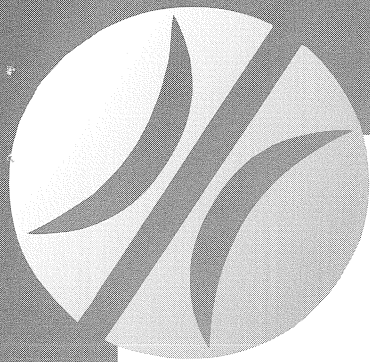
Willingboro Township  
John F. Kennedy Building  
429 J. F. Kennedy Way  
Willingboro, NJ

### **WEDNESDAY, JUNE 21, 2000**

Upper Moreland Township Building  
Council Room A  
117 Park Ave.  
Willow Grove, PA

At each meeting, DVRPC staff will provide an overview of the draft TIP several times throughout the evening, with a period for questions and comments following each presentation. The New Jersey public meetings will also serve as the public meetings for the Draft FY 2001 - 2003 New Jersey Statewide Transportation Improvement Program (STIP). The New Jersey STIP is available on the following website: <http://www.state.nj.us/transportation>.





## **TIP READY FOR REVIEW**

**3**

The New Jersey portion of the TIP contains about 160 projects, totaling \$995 million to be implemented over the next three years (FY 2001 - 2003). It includes \$582 million in projects primarily addressing the highway system funded through the Federal Highway Administration and the State of New Jersey, and \$413 million of transit projects proposed by NJ TRANSIT and DRPA/PATCO and funded through the Federal Transit Administration, the State of New Jersey, and DRPA/PATCO.

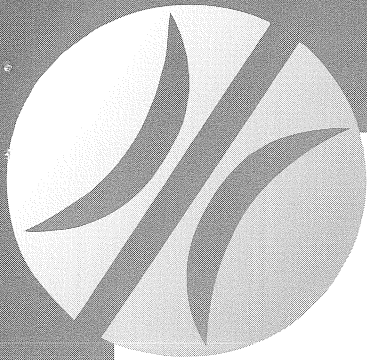
The TIP provides a wide variety of projects that will improve the entire transportation system in New Jersey, such as the I-295/NJ 42/I-76 Interchange Improvements, Southern New Jersey Light Rail Transit project, NJ Route 41 Operational Improvements, replacement of eight bridges and the Delaware River Pedestrian and Bicycle Path.

The Pennsylvania portion of the TIP includes over 500 projects totaling about \$3.8 billion to be implemented over the next four years (FY 2001 - 2004). It contains \$1.8 billion in projects primarily focusing on the highway system, and \$2.0 billion of transit projects for SEPTA, Pottstown Urban Transit and the Keystone Service.

This TIP lists projects that include the Reconstruction of PA-309, PA-413 Corridor Improvements, PA-291 Industrial Highway Widening, I-95 Airport Ramp Revisions, Intelligent Transportation Systems on I-476, reconstruction of the South Street Bridges, the Schuylkill Valley Metro, the Chester Valley Trail and the On-Road Bicycle Mobility Program.

The complete TIP document that is available for public review contains three volumes. Volume I provides a general overview of the TIP and the TIP development process, as well as summary charts and tables. Volumes II and III (for New Jersey and Pennsylvania respectively) contain individual county maps of the highway projects and a regional map of the transit projects, and a detailed list of the projects including project descriptions, costs and anticipated schedules.





## TIP READY FOR REVIEW

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Copies of the draft TIP are available for review at numerous libraries throughout the region. The document is available on five-day loan from the DVRPC Library as well. It can also be reviewed on DVRPC's Webpage at [www.dvrpc.org](http://www.dvrpc.org). In addition, the TIP will be available for review at the public meetings, as will the documents proposed by the other metropolitan planning organizations (MPO's) within the State of New Jersey.

The production of the TIP, which is required by federal law, is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what improvements to pursue. Each TIP includes all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The lists are multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

Written remarks will also be accepted and must be received by 4:30 p.m. on June 23 at DVRPC's Office of Public Affairs, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA 19106 via mail, fax (215-592-9125) or email ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)). For additional information, contact the DVRPC Public Affairs Office at (215) 238-2875.

DVRPC serves as the official planning and review agency for the nine-county metropolitan region which includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. Through data collection, research, coordination, and planning efforts, DVRPC sets a framework for governmental decisions affecting development within the Delaware Valley.



## **DVRPC NOTICE OF PUBLIC MEETINGS and REQUEST FOR COMMENTS**

The Delaware Valley Regional Planning Commission (DVRPC) will hold seven public comment meetings on the draft FY 2001 Transportation Improvement Program (TIP) for the New Jersey and Pennsylvania portions of the region (including Burlington, Camden, Gloucester, and Mercer Counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania). The New Jersey public meetings will also serve as the public meetings for the Draft 2001-2003 New Jersey Statewide Transportation Improvement Program (STIP).

The meetings are scheduled for 4:30 - 7:30 p.m. as follows: Tuesday, Mar 23, 2000 at Montgomery County Community College - Room 222, 101 College Drive, Pottstown, PA; Thursday, May 25, 2000 at City Hall - First Floor Conference Room, 319 East State St., Trenton, NJ; Wednesday, May 31, 2000 at Delaware County Government Center - Room 112 - 109, 201 W. Front St., Media, PA; Thursday, June 1, 2000 at Walter Rand Transportation Center - 3rd Floor Meeting Room, 100 Broadway Ave., Camden, NJ; Tuesday, June 6, 2000 at Drexel University, 2019 McAllister Bldg. - Board Room, 33rd and Chestnut Sts., Philadelphia, PA; Wednesday, June 7, 2000 at John F. Kennedy Building - Cafe Lounge, 429 J.F. Kennedy Way, Willingboro, NJ; and Wednesday, June 21, 2000 at Upper Moreland Township Building - Council Room A, 117 Park Ave., Willow Grove, PA.

Copies of the draft TIP are available for review at numerous libraries throughout the nine counties of the region, as well as in DVRPC's library, and on the DVRPC webpage at [www.dvrpc.org](http://www.dvrpc.org). These documents will also be available for review at the public meetings.

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The public comment period will run from May 22, 2000 through June 23, 2000. Written comments should be mailed to TIP01 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org).

For more information, contact DVRPC's Public Affairs office at 215-238-2875 or 215-238-2871.

5/25/00



# The Philadelphia Tribune

Voice of the African-American Community Since 1884

520-26 S. 16th St., Philadelphia, PA 19146

(215) 893-4050

## PROOF OF PUBLICATION

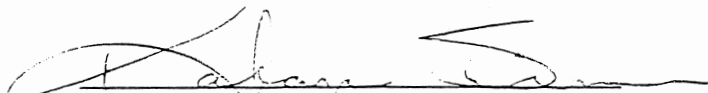
COUNTY OF PHILADELPHIA  
STATE OF PENNSYLVANIA SS

KATANYA SIMMONS being duly sworn, deposes and says that THE PHILADELPHIA TRIBUNE is a semi-weekly newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached hereto is exactly the same as the printed notice published in the regular edition of the said semi-weekly newspaper on the following dates, viz:

MAY 23

AD 2000

Affiant further deposes that she is an employee of the publisher of the said semi-weekly newspaper and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice of publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

  
Katanya Simmons

### COPY OF NOTICE OF PUBLICATION

#### NOTICE OF PUBLIC MEETINGS and REQUEST FOR COMMENTS

The Delaware Valley Regional Planning Commission (DVRPC) will hold seven public comment meetings on the draft FY 2001 Transportation Improvement Program (TIP) for the New Jersey and Pennsylvania portions of the region (including Burlington, Camden, Gloucester, and Mercer counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania) The New Jersey public meetings will also serve as the public meetings for the Draft 2001-2003 New Jersey Statewide Transportation Improvement Program (STIP).

The meetings are scheduled for 4:30 - 7:30 p.m. as follows: Tuesday, May 23, 2000 at Montgomery County Community College - Room 222, 101 College Drive, Pottstown, PA; Thursday, May 25, 2000 at City Hall - First Floor Conference Room, 319 East State St., Trenton, NJ; Wednesday, May 31, 2000 at Delaware County Government Center - Room 112 - 109, 201 W. Front St., Media, PA; Thursday, June 1, 2000 at Walter Rand Transportation Center - 3rd Floor Meeting Room, 100 Broadway Ave., Camden, NJ; Tuesday, June 6, 2000 at Drexel University, 2019 McAllister Bldg. - Board Room, 33rd and Chestnut Sts., Philadelphia, PA; Wednesday, June 7, 2000 at John F. Kennedy Building - cafe Lounge, 429 J. F. Kennedy Way, Willingboro, NJ; and Wednesday, June 21, 2000 at Upper Merion Township Building Council Room A, 117 Park Ave., Willow Grove, PA.

Copies of the draft TIP are available for review at numerous libraries throughout the nine counties of the region, as well as in DVRPC's library, and on the DVRPC webpage at [www.dvrpc.org](http://www.dvrpc.org). These documents will also be available for review at the public meetings.

The public comment period will run from May 22, 2000 through June 23, 2000. Written comments should be mailed to TIP01 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org).

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or 215-238-2871.

Sworn to and subscribed before me  
this 5 day of June 2000

NOTARIAL SEAL  
BERTHA N. GODFREY, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires Oct. 18, 2003

STATEMENT OF ADVERTISING COSTS:

DVRPC  
111 S. INDEPENDENCE MALL EAST, 8TH F.  
PHILADELPHIA, PA 19106-2515  
ATTN: TOM MCCOVERN

TO: THE PHILADELPHIA TRIBUNE, Dr.  
For publishing the notice of advertising  
attached hereto on the above date(s)  
\$ 520.49

USING COSTS: The Philadelphia Tribune Co., Inc. publishes a semi weekly newspaper hereby acknowledges advertising and advertising costs, and certifies that the

OFFICE: 520-26 S. 16th Street  
Philadelphia, Pa. 19146

THE PHILADELPHIA TRIBUNE CO., Inc.  
BY: \_\_\_\_\_



NOTICE OF  
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COMMENTS

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The meetings are scheduled for 4:30 - 7:30 p.m. as follows: Tuesday, May 23, 2000 at Montgomery County Community College - Room 222, 101 College Drive, Pottstown, PA; Thursday, May 25, 2000 at City Hall - First Floor Conference Room, 319 East State St., Trenton, NJ; Wednesday, May 31, 2000 at Delaware County Government Center - Room 112 - 109, 201 W. Front St., Media, PA; Thursday, June 1, 2000 at Walter Rand Transportation Center - 3rd Floor Meeting Room, 100 Broadway Ave., Camden, NJ; Tuesday, June 6, 2000 at Drexel University, 2019 McAlister Bldg. - Board Room, 33rd and Chestnut Sts., Philadelphia, PA; Wednesday, June 7, 2000 at John F. Kennedy Building - Cafe Lounge, 429 J.F. Kennedy Way, Willingboro, NJ; and Wednesday, June 21, 2000 at Upper Merland Township Building - Council Room A, 117 Park Ave., Willow Grove, PA.

Sworn and  
day of  
SHIRLEY  
NOTARY PUBLIC  
Commission Expires

Copies of the draft TIP are available for review at numerous libraries throughout the nine counties of the region, as well as in DVRPC's library, and on the DVRPC webpage at [www.dvrpc.org](http://www.dvrpc.org). These documents will also be available for review at the public meetings.

The public comment period will run from May 22, 2000 through June 23, 2000. Written comments should be mailed to TIP01 Comments, c/o DVRPC Public Affairs Office, 111 South Independence Mall East, Philadelphia, PA 19106; or faxed to 215-592-9125; or e-mailed to [t i p - p l a n - c o m - m e n t s @ d v r p c . o r g](mailto:t i p - p l a n - c o m - m e n t s @ d v r p c . o r g).

For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or

ie this 22nd

A.D. 2000

Notary Public

STATE OF NEW JERSEY,  
CAMDEN COUNTY

SS

S. Butler

of full age, being duly sworn, according to law, says that  
he/she is bookkeeper of the...

## COURIER-POST

and that a Notice, of which the annexed is a true copy, was published daily in the COURIER-POST, a newspaper printed and published daily in the county of Camden, State of New Jersey,

once on the 22nd day of May 2000

593996 082829 #39139 1

\*DELAWARE VALLEY REG PLAN COMM  
BOURSE BLDG 8TH FLR  
111 S INDEPENDENCE MALL EAST  
PHILADELPHIA PA 19106-2515



State of New Jersey, }  
Mercer County

NOTICE OF PUBLIC  
MEETINGS  
and  
REQUEST FOR COMMENTS

The Delaware Valley Regional Planning Commission (DVRPC) will hold seven public comment meetings on the draft FY 2001 Transportation Improvements Program (TIP) for the New Jersey and Pennsylvania portions of the region (including Burlington, Camden, Gloucester, and Mercer counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania). The New Jersey public meetings will also serve as the public meetings for the Draft 2001-2003 New Jersey Statewide Transportation Improvement Program (STIP).

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For more information, contact DVRPC's Public Affairs Office at 215-238-2875 or 215-238-2871.

Fee: \$47.04 5/22 Times

NOTARY PUBLIC OF NEW JERSEY

My Commission Expires Sept. 27, 2003

Bob Wilke

being duly sworn according to law,  
on his/her oath says that he/she is  
Bookkeeper for The Times  
Newspapers, a newspaper printed  
and circulated in the City of  
Trenton, in the County and State  
aforesaid, and the deponent further  
states he/she has personal  
knowledge that an advertisement, of  
which the annexed is a true copy,  
was published in the issue of

May 23, 2000  
Bob Wilke

Subscribed before me

May 2000

Notary Public for N.J.

MOND



**Proof of Publication In The Philadelphia Inquirer**  
**Under Act. No 160, P.L. 877, July 9, 1976**

**STATE OF PENNSYLVANIA**  
**COUNTY OF PHILADELPHIA**

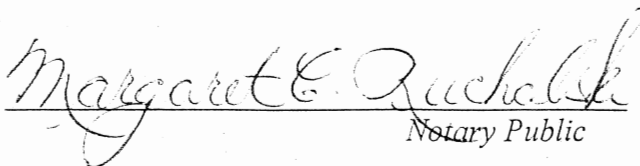
Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 22, 2000

Affiant further deposes and says that he is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that he is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 22<sup>nd</sup> day of May, 2000.

  
Notary Public

My Commission Expires:

NOTARIAL SEAL  
Margaret C. Ruchalski, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires May 27, 2002

**Copy of Notice of Publication**

**NOTICE OF PUBLIC MEETINGS  
and  
REQUEST FOR COMMENTS**

The Delaware Valley Regional Planning Commission (DVRPC) will hold seven public comment meetings on the draft FY 2001 Transportation Improvement Program (TIP) for the New Jersey and Pennsylvania portions of the region (including Burlington, Camden, Gloucester, and Mercer counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania). The New Jersey public meetings will also serve as the public meetings for the Draft 2001 - 2003 New Jersey Statewide Transportation Improvement Program (STIP).

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# Public Notice

## Delaware Valley Regional Planning Commission Transportation Improvement Program

From May 22 through June 23, 2000, Delaware Valley residents have a unique opportunity to influence the region's future by participating in the review of the Delaware Valley Regional Planning Commission's (DVRPC's) draft Fiscal Year 2001 Transportation Improvement Program (TIP). DVRPC serves as the official planning and review agency for the nine-county metropolitan region which includes Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer Counties in New Jersey.

The draft TIP covers the New Jersey and Pennsylvania portions of the Delaware Valley region and identifies \$995 million in transportation funding for 160 projects in New Jersey, and over 500 projects totaling \$3.8 billion for the Pennsylvania sub-region. Included in the Pennsylvania portion are \$1.8 billion in projects primarily focusing on the highway system, and \$2.0 billion covering transit projects for SEPTA, Pottstown Urban Transit and the Keystone Service that will be implemented over the next four years (FY2001-2004).

Production of the TIP is required by federal law and includes all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The lists are multi-modal. In addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects.

DVRPC will hold seven public comment meetings on the draft TIP as part of the 30-day comment period. The public meetings are scheduled prior to consideration of the TIP by the DVRPC Board on July 27, 2000, and are transit, bicycle, and pedestrian-accessible. The meetings will be held from 4:30 - 7:30 p.m. as follows:

**TUESDAY - MAY 23, 2000**  
Montgomery County Community College  
Room 222  
101 College Drive  
Pottstown, PA

**THURSDAY - MAY 25, 2000**  
City Hall  
First Floor Conference Room  
319 East State Street  
Trenton, NJ

**WEDNESDAY - MAY 31, 2000**  
Delaware County Government Center  
Room 112 - 109  
201 West Front Street  
Media, PA

**THURSDAY - JUNE 1, 2000**  
Walter Rand Transportation Center  
3rd Floor Meeting Room  
100 Broadway Ave.  
Camden, NJ

**TUESDAY - JUNE 6, 2000**  
Drexel University  
2019 McAllister Building - Board Room  
33rd and Chestnut Streets  
Philadelphia, PA

**WEDNESDAY - JUNE 7, 2000**  
Willingboro Township  
John F. Kennedy Building  
429 J. F. Kennedy Way  
Willingboro, NJ

**WEDNESDAY, JUNE 21, 2000**  
Upper Moreland Township Building  
Council Room A  
117 Park Ave.  
Willow Grove, PA

Copies of the draft TIP are available for review at numerous libraries throughout the region. The document is also available on five-day loan from the DVRPC Library, and can be reviewed on DVRPC's webpage at [www.dvrpc.org](http://www.dvrpc.org). The TIP will be available for review at the public meetings, as will the documents proposed by the other metropolitan planning organizations (MPO's) within the State of New Jersey.

Written remarks from the public must be received by 4:30 p.m. on June 23 at DVRPC's Office of Public Affairs, The Bourse Building, 111 South Independence Mall East, Philadelphia, PA 19106 via mail, fax (215-592-9125), or email ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)). For additional information, contact the DVRPC Public Affairs Office at (215) 238-2875.



**FY 2001 Transportation Improvement Program**

**Volume IV  
Public Comments and Agency Responses**

**Part B  
Compilation of Public Comments  
New Jersey Subregion**







## **DVRPC Regional Citizens Committee Comments**







ID #1

**COMMENTS OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
REGARDING ADOPTION OF THE DRAFT DVRPC FY 2001  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
FOR NEW JERSEY AND PENNSYLVANIA**

***The RCC recommends that the DVRPC Board approve the DVRPC Draft FY 2001 TIP for New Jersey.***

The RCC also submits the following comments on the New Jersey TIP:

1. TIP#2374 (Delaware River Tram): The RCC continues to oppose the Delaware River Tram for the following reasons:
  - a) There is no justification for the project;
  - b) This project is tantamount to an amusement park ride;
  - c) There is much concern about the operation of the tram in different weather extremes;
  - d) DRPA should focus on its core mission which is to expand PATCO operations;
  - e) The agency should be addressing other, more timely transportation issues.
2. TIP#4321 (Scotch Road/I-95 Interchange): The RCC continues to oppose this project.
3. TIP#2340A & B (I-295/76/NJ42 - Missing Moves and Direct Connection): On the basis of safety concerns, the RCC supports the missing Moves and Direct Connection. However, the committee feels these projects should not move forward until transit is more thoroughly examined. As the RCC recommended in 1998, transit alternatives can significantly address the mobility pressures of the area: data in the Burlington-Gloucester MIS needs to be considered. Specifically, the alternatives to be studied should include:
  1. Light rail and modified light rail (modified PATCO) alternatives to Mantua where the Camden-Glassboro freight line intersects Route 55.
  2. Furthermore, Atlantic City Rail Line Improvements should include--
    - a. The addition of one peak direction round-trip;
    - b. Lessen travel time of each run by 20-35 minutes to what it was 50 years ago;
    - c. Directly extend service to Suburban Station.In addition, the RCC encourages vigorous consistency with the New Jersey State Development and Redevelopment Plan, with particular emphasis on the transportation improvements listed above.
4. TIP#4313 (Route 29): The RCC continues its opposition to the Route 29



project and contends that the environmental review was inadequate.

5. TIP#4311 (Millstone Bypass): The RCC believes that action by the DVRPC Board on the Millstone Bypass is premature prior to completion of the Environmental Assessment or Environmental Impact Statement.

6. TIPDB#T300 (Transit Rail Initiatives): The extension of the Trenton to Camden line and extension of the PATCO Systems should be studied.

7. The RCC also questions why project costs for North Jersey are in the DVRPC TIP for this region.

***In addition, the RCC recommends that the DVRPC Board approve the DVRPC Draft FY 2001 TIP for Pennsylvania.***

The RCC also submits the following comments on the Pennsylvania TIP:

1. In general, arrangement of the TIP should be improved as follows:
  - a. There is no index other than on maps;
  - b. Maps give project numbers but not page numbers;
  - c. Individual projects are not listed according to TIP number sequence;
  - d. Related projects are scattered without cross-reference. One instance is the various Route 23 projects )TIP#8743, 8776 and M 06.
2. Opposition is highly likely on TIP#8743 (PA 23). This project would convert what is now a local residential street (Chelsea Drive) into a four-lane segment of Route 23. The area was assured years ago that the Route 23 project was permanently halted a mile west of Bridgeport. The RCC questions whether there has been community involvement in this project.
3. TIP#7879 (Chester Creek Bicycle/Pedestrian Trail): Trails should be in vicinity of rail - not on the rail grade. Experience has shown that rail restoration is likely to be politically impractical if the trail is located on the rail grade.
4. TIP#D26 (McDade Blvd.): Traffic signals are to be pre-empted by buses at Darby Bus Terminal. The RCC supports this all too rare "Transit First" Initiative.
5. TIP#8475 (Church Road): Are sidewalks included in this bridge replacement?
6. TIP#8436 (Greenwood Ave.): Will sidewalks on the bridge replacement meet ADA standards?
7. TIP#8798 (Pennypack Connector Trail): The RCC again questions whether rail restoration would be politically impractical if the trail is located on the rail grade.



## **DVRPC Member Agency Comments**









ID #2

## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O.Box 600  
Trenton, New Jersey 08625-0600

CHRISTINE TODD WHITMAN  
*Governor*

JAMES WEINSTEIN  
*Commissioner*

June 12, 2000

Mr. John Coscia  
Attention: Charles Dougherty  
Delaware Valley Regional Planning Commission  
111 South Independence Mall East  
Bourse Building  
8<sup>th</sup> Floor  
Philadelphia, PA 19106

Dear Mr. Coscia:

On behalf of the New Jersey Department of Transportation, I would like to offer comments to the DVRPC draft TIP which are found on the attachment.

As agreed in the past, NJDOT will develop a list of "transition projects" for inclusion in the final TIP document. These are projects which may not be authorized within the latter part of FY 2000 and may be suitable for authorization under the "transition" rules in the first part of FY 2001. This list will be provided at a later date.

I hope these comments are helpful to you, and we look forward to continuing to work with DVRPC to provide the best possible selection of transportation improvements projects to serve the citizens of the region.

Very truly yours,

Mark L. Stout  
Director  
Capital Programming &  
Funds Management

Attachment



## NJDOT Comments to DVRPC Draft TIP

### DVRPC Projects

- **Route 1, D&R Canal Pedestrian Bridge, DB 97117**  
We have been informed by the Project Manager that the construction of this pedestrian bridge will be delayed until FY 2002; therefore, the construction funding (STP-TE) of 1.680 M should be moved from FY 2001 to FY 2002.
- **Route 29, Section 10C 11B, DB 551—Ferry Street to Lamberton Road, system connectivity**  
An additional \$1.2 M (STP) is required in construction funds in FY 2001 for the wetlands mitigation associated with this project; therefore, this amount should be added to the existing \$8.0 M (State) construction funding in FY 2001.
- **Route 29, Delaware River Pedestrian/Bike Path, DB 551B**  
It has been brought to our attention that right of way funding, in the amount of \$500,000 (DEMO), will be required in FY 2001; therefore, this amount should be added to the funding already shown in the TIP.
- **Route 295/42/I-76, Study B (Direct Connection) (5), DB 355**  
It has been brought to our attention that an additional \$1.0 M PRD (DEMO) will be required for this project in FY 2001 in order to continue the Feasibility Assessment phase for this project. Please add this amount to the funding already shown in the TIP.
- **Route 31 and CR 518, DB 9272A**  
The design funding in FY 2001 has been changed from State to STP funding. The dollar amount and phase have not changed, only the funding source has been changed. The funding shown in FY 2002 and FY 2003 should remain as shown.
- **Route 44, Fowler Lane, Drainage, DB 93204**  
The Final Scope Development of this project has not begun; therefore, funding is being provided in FY 2001 in the amount of \$302,000 for FSD (STP). In keeping with established practices, only the FSD funding will be shown; therefore, design funding in FY 2001, right of way funding in FY 2002, and construction funding in FY 2003 should be deleted from the TIP. This project will also be added to the FY 2001-02 Study & Development program, showing FSD in FY 2001.



- **Route 70, Bisphams Mill Creek Bridge, DB 98359**  
Due to an error in the database provided to DVRPC, this project was omitted from the TIP. Please add the project for PRD funding in FY 2001 in the amount of 0.500 (STP). This project was included in the Draft STIP.
- **Route 73/70 (5), DB 567—Marlton Circle elimination**  
Design was funded for this project previously; however, it will not be authorized until FY 2001. The amount of \$1.3 M (NHS) design funding should be added in FY 2001. The right of way funding in FY 2002 and construction funding in FY 2004 remain as currently listed in the TIP.
- **Route 73, Fox Meadow Road/Fellowship Road, DB 94068**  
The PRD funding of 0.100 in FY 2001 should be deleted; this phase of work is being funded in FY 2000. The rest of the funding should remain as shown in the TIP.
- **Route 206 (37) (38), DB 9210—Intersection improvements at Stokes Road and Indian Mills Road**  
The construction funding of 1.395 M in FY 2001 should be deleted; this project is being funded in FY 2000. This entire record should be deleted from the TIP.
- **Route 322, Corridor Improvements, DB 97112**  
At your request, this project is being added to the TIP for PRD funding (STP-STU) in the amount of \$450,000 in FY 2001.

#### **Statewide Program Revisions**

- **Transportation Enhancements, DB X107**  
The STP-TE funding in FY 2001 has been increased from \$11.06 M to \$13.61 M to allow for additional funding for transportation enhancements statewide. The rest of the funding will remain as currently shown in the TIP.
- **Bicycle Projects, Local System, DB 99357**  
The State funding in FY 2001 has been increased from \$2.0 M to \$4.0 M to provide additional funds for locally initiated bicycle accommodation projects. The rest of the funding will remain as currently shown in the TIP.
- **Fall Arrest Program, DB 00375**  
It is requested this new program, to be funded in FY 2001 for \$1.5 M State funding, be added to the TIP. The program is a result of a safety requirement of PEOSHA. This system allows personnel (i.e. movable bridge operators and maintenance personnel) to move safely on structures where



elevated work is required. The system will prevent falls greater than six feet.

➤ **Project Development, Preliminary Engineering, DB X32**

The State funding in FY 2001 has been increased from \$3.0 M to \$3.5 M to provide additional funding for Feasibility Assessment work on projects in the Study and Development Program. The rest of the funding will remain as currently shown in the TIP.

➤ **Resurfacing Program, State, DB X03D**

The State funding for this program has been decreased in FY 2001 from \$13.775 M to \$8.725 M. The State funding has been increased in FY 2002 from \$40.0 M to \$43.0 M. The rest of the funding will remain as currently shown in the TIP.

➤ **University Transportation Research Technology, DB X126**

State funding in FY 2001 has been increased from \$1.0 M to \$2.0 M. The additional funding will be used as follows: 0.250 match for additional funding available under the Rutgers-CAIT Federal Research Grant; 0.500 will be made available for the Commissioner's Challenge Grant Program; and 0.250 will be used toward 100% State funded technology projects which are not eligible for federal participation.

➤ **Ferry Program, DB 00377**

It is requested that this new program, set up for a portion of the federal "Ferry" funding which is allocated to New Jersey, be added to the TIP. It is requested that funding be added in FY 2001 at \$2.0 M in Ferry Funds. This portion is available to allocate statewide for the rehabilitation and/or development of ferry facilities. Please note that this funding is outside the obligation ceiling.





**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515

ID #3

Telephone: (215) 592-1800

Fax: (215) 592-9125

[www.dvrpc.org](http://www.dvrpc.org)

June 22, 2000

Mr. Charles Dougherty  
Delaware Valley Regional Planning Commission  
111 S. Independence Mall East  
Philadelphia, PA 19106

Dear Mr. Dougherty:

Attached, please find a new project application form to implement Intelligent Transportation Systems (ITS) Institutional Coordination technology to be considered for inclusion in the Delaware Valley Regional Planning Commission's (DVRPC) Fiscal Year 2001-2004 Transportation Improvement Program (TIP).

This is a phased concept to implement a technology for institutional coordination of ITS in the Delaware Valley. This project provides the region's ITS stakeholders with opportunities to share and disseminate information on travel conditions and coordinate the regional deployment of ITS systems in the Delaware Valley. DVRPC staff has presented this project to the executive staff at PennDOT, and NJDOT. The project was endorsed by the Delaware Valley ITS Coordinating Council, a policy level body representing the region's ITS stakeholders, and will be sent to the DVRPC Board for inclusion in the region's Long Range Plan. This project is consistent with US DOT's National ITS Architecture and with the Delaware Valley's Regional ITS Architecture.

If you need any further information, please contact me.

Sincerely,

Donald S. Shanis, Ph.D.  
Associate Director  
Transportation Planning



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form (Form Revised 01/07/00)

ID #3

(Type in the space provided.)

COUNTY: Regionwide

PROJECT TITLE: ITS Institutional Coordination (PRIMIS)

PROJECT LOCATION: Region

MUNICIPALITIES: Various

**DESCRIPTION OF IMPROVEMENT:** This three-phase project implements a Philadelphia Regional Integrated Multi-modal Information Sharing (PRIMIS) concept to provide a framework for institutional coordination of ITS in the Delaware Valley. This framework provides the region's ITS stakeholders opportunities to share and disseminate information on travel conditions and coordinate the regional deployment of ITS systems in the region.

The first phase is envisioned as an initial low-tech, non capital intensive approach to building the relationships among the stakeholders necessary for effective coordination. In this phase, DVRPC will establish and provide staff support for a formal ITS committee composed of the region's ITS stakeholders. This phase applies a proactive approach to improving the information flow between agencies. Missing linkages between agencies will be identified and this will help to develop better mechanisms or procedures to enhance the communication framework. An extensive list of contact names and phone numbers will be prepared by DVRPC and provided to all the stakeholders. The ITS committee will also be involved in creating an outreach program where they would sponsor workshops, agency tours and training classes. These workshops will be aimed at both the planning and operating agency personnel to obtain a better understanding of the data received from other organizations, discuss mutual problems of data collection, and disseminate sensitive data. The goal of this phase is to improve and enhance the information sharing among ITS stakeholders, increase the number of stakeholders sharing information on travel conditions and provide the necessary training to bring all the stakeholders to at least a minimum technological level. The result will be improved communications.

Phase II represents a concept that utilizes and focuses the I-95 Corridor Coalition's Information Exchange Network (IEN) to facilitate communications using a computer message/digital message system to notify agencies about incidents or unusual conditions that affect them. The information will be used to support coordinated transportation management through a component of the I-95 IEN that is focused on the Delaware Valley. The I-95 IEN will be modified to increase the number of transportation facilities in the Delaware Valley and increase accessibility to the IEN by additional organizations. Workstations will be located at operations/control centers or other designated stakeholder sites. The workstations could be connected to one another via the I-95 Corridor Coalition's wide area network (WAN). Each agency would provide local information via their workstation. The workstations handle the transport of agency data (via the communications network) to a regional server(s) where it is combined with data from other agencies. The regional server(s) then distributes the regional/corridor information to each agency for display on their IEN workstation. Extensive training is envisioned for all personnel operating an IEN workstation.



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form (Form Revised 01/07/00)

ID #3

(Type in the space provided.)

Phase III represents an enhancement over the IEN by incorporating an interactive database and graphical interface to view congestion levels, incident information, and video feeds from various partners. Besides information sharing, the wide area network will provide a mechanism for operating agencies to confidentially share information and request assistance from each other. From a communications perspective, the interactive database will use internet protocols and off the self software to transmit and store information including graphics, database updates, video feeds, and e-mail messages. At each agency's workstation translation software will merge individual agency databases into the regional database. A website with real-time regional travel information and condition data will be developed and extensive training will be provided for all organizations.

**PROJECT SPONSOR** (DVRPC Member Agency): PennDOT/NJDOT

**CO-SPONSOR:** (Optional):

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)  
(costs in thousands of dollars)

Phase	<u>I</u>	<u>I</u>	<u>II</u>	<u>II</u>	<u>II &amp; III</u>	<u>Total</u>
Program Year	FY2001	FY2002	FY2003	FY2004	Later years	
Federal-PA	\$240	\$240	\$480	\$480	\$12960	\$14400
State-PA	\$60	\$60	\$120	\$120	\$3240	\$3600
Federal-NJ	\$80	\$80	\$160	\$160	\$4320	\$4800
State-NJ	\$20	\$20	\$40	\$40	\$1080	\$1200
Local/Other	-	-	-	-	-	-
Total	\$400	\$400	\$800	\$800	\$21600	\$24000

### STATE AND LOCAL/OTHER FUNDING:

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?

(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form (Form Revised 01/07/00)

ID #3

(Type in the space provided.)

### PROJECT DEVELOPMENT HISTORY: (Put an "x" in front of all that apply.)

Management Systems Analysis	DOT Staff
MIS/Corridor Study	Transit Operator Staff
Feasibility/Needs Study	County Staff
County Capital Planning Process	X DVRPC Staff
X Other (explain)	

DVRPC has been working with many of the ITS stakeholders through the Delaware Valley ITS Coordinating Council and the Delaware Valley ITS Technical Task Force (TTF) to develop a Regional ITS Architecture which is consistent with the National ITS Architecture. The framework for implementing a Philadelphia Regional Integrated Multi-modal Information Sharing (PRIMIS) concept was developed with extensive input from the Technical Task Force. The proposal was presented to the executive staff at PennDOT and NJDOT.

What evidence of **local support** currently exists for the project (city/county plan/budget, etc.)?

A presentation was made to the DVRPC Board and there were no negative comments.

### IMPROVEMENT CATEGORY: (Put an "x" in front of the most applicable category.)

#### Highway Projects

Bridge (Rehabilitation/Reconstruction)	Major Roadway Capacity
Roadway/Intersection	Safety
Roadway/Intersection Flow (Signals/Channelization)	Other (explain)
Minor Roadway/Intersection Capacity	

#### Transit Projects

Rail System Maintenance/Restoration/Reconstruction	Vehicle Purchase/Lease
Bus System Maintenance/Restoration/Reconstruction	New Facilities or Services
Rail Facilities Improvements	Mandates (EPA, FRA, ADA)
Bus Facilities Improvements	Other (explain)

#### Other Projects

Intermodal/TDM	Transportation Enhancement
Bicycle	Planning Study
Pedestrian	X Other (explain)
Air Quality	

#### Institutional Coordination of ITS

### ENVIRONMENTAL FACTORS:

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

X Categorical Exclusion      Environmental Assessment      Environmental Impact Statement

What environmental review work has been completed to date?

### ADDITIONAL INFORMATION:



**Department of  
Public Works**

**Laurelle A. Cummings**  
Freeholder

**Dominic J. Vesper, Jr.**  
Director

**Camden County**



**New Jersey**

June 14, 2000

*Charles J. DePalma Complex  
2311 Egg Harbor Road*

*Lindenwold, New Jersey 08021*

*Phone: (856) 566-2980 Fax: (856) 566-2929*

*www.co.camden.nj.us*

*ccdpw@co.camden.nj.us*

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, Pennsylvania 19106-2515  
**Attention: Mr. Charles Dougherty**

**RE: DVRPC FY 2001 TRANSPORTATION IMPROVEMENT PROGRAM**

Dear Mr. Dougherty:


There are two projects I would like to comment upon so that the FY 2001- 2003 TIP can be modified.

The first project – DB #D9904(-TIP #2350) East Atlantic Avenue over Peter's Creek need to carry over engineering funds. A request will be submitted within the next week to NJDOT Local Government Services Office to authorize award for a design contract.

The second project DB#D95005 (TIP#2352) also needs design funding to be re-instated. A meeting is being scheduled by the local Government Services Office to work out differences with FHWA and SHPO.

Any help you can provide will be greatly appreciated..

Very truly yours,

  
Robert E. Kelly, P.E.  
County Engineer

REK/del

Cc: Mark Stout  
Stephen Moy  
Douglas Griffith  
file



**Department of  
Public Works**

**Laurelle A. Cummings**  
Freeholder

**Dominic J. Vesper, Jr.**  
Director

**Camden County**



**New Jersey**

*Charles J. DePalma Complex*  
2311 Egg Harbor Road  
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[www.co.camden.nj.us](http://www.co.camden.nj.us)  
[ccdpw@co.camden.nj.us](mailto:ccdpw@co.camden.nj.us)

June 21, 2000

Delaware Valley Regional Planning Commission  
The Bourse Building, 8<sup>th</sup> Floor  
111 South Independence Mall East  
Philadelphia, PA 19106  
**Attention: Mr. Charles Dougherty**

**SUBJ: LETTER OF COMMENT ON FY 2001-2003 DRAFT TIP**

Dear Mr. Dougherty:

Please accept these comments, in addition to those contained in my previous letter, regarding the FY 2001-2003 Draft TIP. Specifically, I wish to address TIP Item #2324, the Camden County Sign Management Program. This is a multi-phased project which first appeared in the 1996 TIP with a total program cost of \$2.264M. Subsequently, the amount that was finally approved in the 1998 TIP was \$1.6M.

The first phase of the project, the sign inventory database development, was authorized in 1998 for the amount of \$.711M. Recently, federal funding in the amount of \$.175M was requested to conduct the second phase, engineering and design. This amount is significantly less than estimated in the original project proposal.

The FY 2001-2003 Draft TIP indicates \$.500M in FY 2001 for the final phase of the Camden County Sign Management Program. It is requested that this amount be increased by \$.350M to \$.850M in FY 2001 for the implementation of upgrades and improvements to Camden County roadway signage. This requested increase is consistent with the original project estimate of \$1.6M in the 1998 TIP and is considerably less than the original amount of \$2.264M contained in the 1996 TIP.

If there is a need for additional information, please do not hesitate to contact me or Mr. Curt Noe, the project manager.



ID #4

Sincerely,

*Robert E. Kelly*

Robert Kelly, PE

County Engineer

cc: Freeholder Laurelle Cummings  
Steve Moy, Local Government Services  
Dominic Vesper, Jr., Director  
George Fallon, Supervisor of Roads  
Doug Griffith, Planning Director  
Curt Noe, Project Manager



**Judy Barnet**

**From:** John Dawson [jdawson@dvrpc.org]  
**Sent:** Friday, May 26, 2000 10:00 AM  
**To:** jbarney@dvrpc.org  
**Cc:** cdougherty@dvrpc.org  
**Subject:** FY01 TIP

You may wish to include the following transit projects for inclusion in the TIP:

**Vol. II - New Jersey Subregion**

West Trenton Line Corridor - NJ TRANSIT is completing a conceptual design and an Environmental Assessment (EA) for restoration of service on CSX's West Trenton Line. This service would run between West Trenton (Ewing Twp.), where connections can be made to/from SEPTA R3 trains, and Newark. This non-electrified line would join NJ TRANSIT's Raritan Valley Line in Bridgewater Twp. (Somerset County) and continue northeastward to Newark. Planning is under the auspices of the North Jersey Transportation Planning Agency, but since it is proposed to serve four stations in Mercer County [West Trenton, Route I-95, Marshall's Corner, and Hopewell], it should probably be included in our TIP as well. To date, Congress has appropriated \$2.48M in New Start funds for the project. It is expected that the EA should be completed by July 2000.

**Vol. III - Pennsylvania Subregion**

Roosevelt Boulevard Corridor - The Philadelphia City Planning Commission, in conjunction with SEPTA, is conducting a Transportation Investment Study (TIS) for extending rail transit service to northeastern Philadelphia. Funding for the study was provided through FHWA's Surface Transportation Program under its Urban Area Allocation.

Quakertown/Stony Creek Rail Restoration - The Bucks County Planning Commission, in conjunction with the Montgomery County Planning Commission, SEPTA, and DVRPC, is examining the feasibility of restoring rail passenger service to the Quakertown [Shelly (Richland Twp.) to Lansdale] and Stony Creek [Lansdale to Norristown] branches. The study has been funded through an FTA Technical Study Grant.



ID #6

Board of Chosen Freeholders  
Of The County of Burlington  
MOUNT HOLLY, NEW JERSEY



OFFICE OF:  
COUNTY ENGINEER  
LAND DEVELOPMENT SECTION  
1900 Briggs Road  
Mount Laurel, NJ 08054  
Mailing Address  
P.O. Box 6000  
MOUNT HOLLY, N.J. 08060

08060

Telephone # (856) 642-3800  
Fax (856) 642-3810

June 14, 2000

Charles D. Dougherty, Associate Director  
Capital Program Management  
Delaware Valley Regional Planning Commission  
The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106 - 2515

Re: Name Change - TIP # 1350, DB# 891  
South Jersey Food Distribution Center

Dear Chick:

As you are aware, what was the South Jersey Food Distribution Center, is now the Haines Industrial Center. We would therefore request, that you change the FY 2001 Transportation Improvement Program entry for that project to the following:

**DB# 891 130 Haines Industrial Center**

**TIP# 1350 Haines Industrial Center access and roadway improvements.**

**A/Q Code** This project will provide for the construction of an access point at Route 130 along with associated roadway improvements. This new access will serve a station and park & ride on the SNJLRTS.

**Prog Mgr:** Burlington Twp./Florence Twp.

The rest of the entry as it now reads is correct.

Thank you for your assistance in this matter. Questions? Call me at (856) 642 - 3809.

Sincerely yours,

Carol Ann Thomas,  
Principal Transportation Planner

CC: Jerry Mooney, NJDOT  
Joseph G. Caruso, P.E. County Engineer



# Delaware Valley Goods Movement Task Force

Data Subcommittee

Planning Subcommittee

Shippers Subcommittee

## Delaware Valley Regional Planning Commission

March 31, 2000

ID #7

FY 2001 TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106

Attn.: Mr. Charles Dougherty

Dear Mr. Dougherty:

On behalf of the Delaware Valley Goods Movement Task Force's Planning Subcommittee, thank you very much for permitting many members of the Task Force the advanced opportunity to review the candidate new projects from the preliminary draft working editions of the New Jersey and Pennsylvania highway program portions of the FY 2001 Transportation Improvement Program (TIP). As you know, the Planning Subcommittee takes its periodic review of the TIP very seriously and has been performing this function on behalf of the local goods movement community for the past several years.

The following comments regarding the candidate new projects are offered from the perspective of emphasizing the goods movement aspects of the TIP and of maintaining the region as an international freight center. The comments about the project sets result from a meeting of the Planning Subcommittee (in conjunction with the Data and Shippers Subcommittees and the Traffic Club of Philadelphia), discussions with DVRPC member government representatives (i.e., the state departments of transportation, the cities, and the counties), and DVRPC staff research. These comments will be summarized for the full Delaware Valley Goods Movement Task Force at its April 12, 2000 meeting.

1. Several of the candidate highway improvements which are noted below will spur economic activity and goods movement in the region. It is suggested that these projects, which can be regarded as the Goods Movement Task Force's priority new TIP projects, be packaged together and promoted by DVRPC to demonstrate the region's use of transportation funding for economic development and freight transportation purposes.
2. The proposed truck climbing lane on **Route 232** (#B06) in Wrightstown Township, Bucks County will greatly benefit quarry-related truck traffic, safety, and traffic flow in the corridor.



3. Construction of the **French Creek Parkway** (from PA 113 to Bridge Street in Chester County) (#C01) is an important ingredient in the redevelopment of the former Phoenix Steel site. More than 5,000 jobs may be created in this mixed use development. The resultant development will generate significant demand for freight services, and bolster population and consumer demand in the Phoenixville area.
4. **The I-95/US 322 Interchange Improvement Study** (#D23, Delaware County) should include explicit consideration of the nearby CSX Twin Oaks automobile terminal. The Twin Oaks facility is a large truck trip generator, is served by a National Highway System connector (i.e., Bethel Road), and has been a part of DVRPC's intermodal management system (IMS) work.
5. **The Lloyd Street Bridge Replacement** (#D21) and **Chester City Access Improvements** (#D25, Delaware County) are vital projects. They can capitalize on the widening of the Industrial Highway (PA 291), further spur economic activity in Chester, and reinforce efforts to fulfill Chester's designation as a DVRPC *Revitalized Center*. (Note: DVRPC is also currently performing an *I-95 Access Study in the Chester Area—Phase 1*.)
6. The removal of the **PA 29** bridge and overpass filling at the rail line in Pennsburg and Red Hill Boroughs (#M01, Montgomery County) could prevent future use of the rail line south of where it currently operates. The Penn Eastern Rail Line from Emmaus (Lehigh County) now ends in Pennsburg. It is strongly recommended that it be confirmed that there is no potential future reuse of this line for rail freight shipping purposes and that the line is, in fact, formally abandoned. Furthermore, it is recommended that all future candidate TIP projects be *red-flagged* when they entail severing a rail line and that these potential projects be brought to the attention of the Delaware Valley Goods Movement Task Force.
7. Two projects in Montgomery County will facilitate more intensive commercial uses of riverfront areas along the Schuylkill River. They are: the road extension of **Lafayette Street** in Norristown (#M05), and the **Keystone Boulevard** (#M09) new roadway in Pottstown.
8. A primary objective of the **Upper Perkiomen Industrial Access Project** (#M07, Montgomery County) is improved truck access.
9. The Pennsylvania Turnpike ramp modifications at the **Lansdale Interchange** (#M16, Montgomery County) are a necessary part of overall improvements for facilitating truck movements to and from economic activity located near the interchange. The Planning Subcommittee wishes to emphasize the sensitive nature of ramp geometry for accommodating truck movements and urges the careful use of adequate design standards for all future ramp projects.
10. The retention of a **Design Review Manager for I-95** (#P23, Philadelphia and Bucks County) is critical. I-95 is one of the most important highways for commercial traffic in the region and it was recently recognized in the Commonwealth of Pennsylvania's



Statewide Long Range Transportation Plan (Corridor 1: The Delaware River Intermodal Corridor). Designating a design review manger can help speed improvements to I-95 and provide project consistency.

11. In Philadelphia, another important project which should be added to the candidate project list is the **Delaware Avenue Extension** from Richmond Street to Allegheny Avenue. This improvement would better serve truck traffic flows along Delaware Avenue and it would also afford an elongated detour route to I-95.
12. The construction of the **Haines Industrial Park** (#891) in Florence Township (Burlington County) is a major economic development project which will require highway access improvements. The related construction of a new interchange of the New Jersey Turnpike and US 130 is nearly completed.
13. **Route 55** interchange improvements at Deptford Center Road (#9332, Deptford Township, Gloucester County) will greatly facilitate traffic flows and commercial activity in the Deptford Mall area.
14. For informational purposes, it is noted that a comprehensive traffic study of **US 322** (from the Commodore Barry Bridge to Route 55) is underway by Gloucester County, New Jersey DOT, and others. The study is expected to yield projects for future TIP updates that will facilitate the flow of goods and people in the corridor.
15. The **Duck Island Remediation** project (#99334, Hamilton Township, Mercer County) will finance necessary improvements to this active landfill.

Finally, I would like to take this opportunity remind the relevant entities from the freight community to continue to work closely with the DVRPC member governments to ensure that the Congressionally-mandated projects found on the existing TIP are advanced in a timely fashion. These projects include: North Delaware Avenue New Roadway (#9740), Philadelphia Naval Shipyard Access (#9748), Tioga Marine Terminal Gate Improvements (#9749), and CSX Trenton Line Clearance Improvements (#0564).

Thank you very much for the opportunity to provide these comments on the candidate TIP projects and for continuing to incorporate goods movement planning considerations into the TIP development process.

Sincerely,

Kelvin MacKavanagh  
Chair, Planning Subcommittee  
Delaware Valley Goods Movement Task Force



**Comments from Citizens, Organizations,  
Municipalities, and Elected Officials**







ID #8

Sample Letter  
over 900 copies received

James Weinstein, Commissioner  
NJ Department of Transportation  
1035 Parkway Avenue  
Trenton, NJ 08625

RE: Opposition to NJDOT "Final Alignment" of the Millstone Bypass, NJDOT D1.1C

Dear Commissioner Weinstein:

We share the dismay of many area residents over the current proposed alignment for the Millstone Bypass, which has been designed by the NJ Department of Transportation. We feel certain that there are alternatives to this disastrous proposal that take into consideration wide-reaching traffic patterns, the preservation of our diminishing parcels of open space, and the concerns of our neighborhoods. We urge the DOT to prepare a full Environmental Impact Statement as provided for in the National Environmental Policy Act. An EIS would require the study and evaluation of alternative plans to this route.

The proposed road would begin at the Princeton Junction train station, follow the Millstone River to Route 1, and then follow the Delaware and Raritan Canal to the intersection of Washington Road and the Canal. This 2.3 mile road has been proposed in an effort to eliminate three lights and thus speed traffic flow on Route 1 through the Penns Neck area. In addition, it is intended to decrease the amount of traffic on Washington Road in the same neighborhood.

The impact of this road as planned would be far-reaching and severe. Because the road would form a final link between the NJ Turnpike and Routes 206, 287, and the New York Thruway, there would be a drastic increase in traffic through the neighborhoods of East Windsor, West Windsor, and Princeton.

The road would cause permanent and profound damage to the environment of the Delaware and Raritan Canal, the Millstone River, and adjacent open space. It would cut through the open fields along the Canal, undermining their use as playing fields and grounds for the annual Hospital Fete. It would erode the tranquil quality of the whole towpath area, a recreational resource used by 650,000 people each year. Washington Road, the majestic link between Princeton and West Windsor since 1806, would be closed to through traffic, and 15 of the 60 elm trees forming the historic Elm Allee would be cut down.

This controversial alignment would bring permanent and extensive change to our neighborhoods. Therefore, we believe a full and complete review of environmental and community impacts is imperative at this time.

Sincerely,

cc: Federal Highway Admin.

Linda Oppenheim  
258 Hawthorne Avenue  
Princeton NJ 08540  
March 30, 2000



Sample Page  
over 800 signatures received

ID #9

## PETITION AGAINST THE PROPOSED MILLSTONE BYPASS

We, the undersigned, oppose the NJDOT alignment of the Millstone Bypass (NJ TIP #4311A), which, together with the Hightstown Bypass and the widened Route 571 (NJ TIP #1086), will extend the NJ Turnpike through West Windsor, Princeton, and surrounding communities. We demand a full Environmental Impact Statement (EIS).

The Millstone Bypass will:

- pass within 250 feet of the Millstone River;
- pass within 450 feet of the D&R Canal State Park;
- increase traffic and raise the noise level along the River and the Canal;
- impair the quality of drinking water in many NJ communities;
- encroach on acres of open space currently used for recreation;
- endanger the wildlife habitat;
- cut off direct access between West Windsor and Princeton via Washington Road;
- destroy one quarter of the historic Washington Road Elms.

<u>Name</u>	<u>Mailing Address</u>	<u>Telephone/e-mail</u>
1. Sharon Muzel	55 Montadale Circle Princeton, NJ 08540	
2. Susan Bosquait	78 Hartley Ave Princeton, NJ 08540	
3. Stephanie Hoffmann	100 Wertsville Rd Flemington 08822	
4. Rachelle Ribaudo	153 Herrontown Lane Princeton NJ 08540	
5. <del>Donna</del> Jeffery	1131 Rt. 601 Blawieburg	
6. Jai Kim	26 Brookline Ct Princeton NJ 08542	
7. William H. Moore	59 W. GAINS ST- PRINCETON N.J.	924-8693
8. Douce Gibson	25 Maxim Rd. West, Princeton, NJ.	08540
9. Ann Ubrich	37 Red Oak Row, Princeton, NJ	08540
10. Jan Ubrich-Hensz	37 Red Oak Row, Princeton, NJ	08540
11. E. Prentiss	65 Jaffer Rd Pring NJ	08540
12. FRANCIS M. PRICE	APT P10 1717 BATH RD. BRISTOL PA	19007
13. GARY CUM	507 LAKEVIEW TERRACE PLAINBORO, NJ	08540
14. Jane M. Smalder	29 RIVERVIEW AVE Piscataway	08854
15. Cyronne Amalia DeCarolis	73 Grever's Mill Rd. Plainboro, NJ	08536



# PETITION AGAINST THE PROPOSED NJDOT EAST-WEST TURNPIKE EXTENSION PROJECTS

ID #10

In order to maintain Princeton and the surrounding communities as tranquil yet vibrant residential, business, and academic environments, we the undersigned oppose the following NJDOT proposals, which together will extend the NJ Turnpike through West Windsor into Princeton, sending high-speed truck and automobile traffic into our communities and endangering pedestrian and bicycle access from residential neighborhoods to local area schools and businesses.

1. We Oppose the implementation of a high-speed, 4-lane Hightstown Bypass from the Turnpike to Route 571, at the border of West Windsor, which will impose dangerous high-speed tractor-trailer and automobile traffic on our community roads.
2. We Oppose the expansion of Route 571 to a 5-lane, high-speed highway from the West Windsor-Plainsboro High School to the Amtrak/NJ Transit railroad bridge, which will destroy existing small businesses and homes and prevent establishment of a "downtown" in Princeton Junction.
3. We Oppose the construction of the Millstone Bypass, which, with its elevated highway and 4-lane overpass, will destroy valuable wetlands and natural open areas, increase flooding in the Penns Neck neighborhood, and remove from guaranteed public access the historic and defining Elm tree-lined gateway to Princeton on Washington Road. Moreover, this Bypass will encourage the additional flow of traffic through Princeton onto Routes 206 and 27, eventually to major arteries, a traffic load which Princeton roads are inadequate to bear.

Name	Mailing Address	Municipality	Telephone
1. Paul AZO	7422 Elm Court	S. BRINSWICK	908 274 0768
2. Ross W. Schuck	308 Edgers Lane Rd	Princeton	
3. S. J. Ith	277 Sayre Dr.	Princeton	906 334 9327
4. Patricia A. D. Kipler	199 S. Harrison	Princeton	609 683-927
5. Sylvia H. Hargrave	747 Glen Rd	Princeton	609 924-278
6. Mary Keeley	140 Littlebrook Rd	Princeton	609 921-290
7. Jill Tindley	1 Augusta Ct.	Skillman, NJ	08558 609-466-4232
8. MIKE VANDEWOUDE	47 SHIRLAND HILLS	SKILLMAN, NJ	08558 466-8167
9. Edith J. Jure	313 Brickman Rd	Princeton	08540
10. Maggie Sheppard	36 Maple Row	Princeton, NJ	08540
11. W. M. Jure	10 Oak Place	Princeton, N.J.	08540
12. Debbie Walker	674 Great Rd. E.	Princeton	609 524-4552
13. Barbara H. Stein	131 Patton Ave	Princeton	609 924 2927
14. Jack Fiedler	122 Weldon Way	Pennington	609-466-0528
15. LUISA FERNHOLZ	12 DOGWOOD LANE	Princeton	924-4983
16. Martha Kingsley	163 Loomis Ct	Princeton	924-9493
17. J. Gorham	11 Kowmbro Ct	Princeton	412 7254
18. Frank S. WENDT	245 Fisher Pl	Princeton NJ	609 452 42
19. Peter J. Jussan	20 W. Wilson Way	Princeton NJ	609 683 4858
20. M. Jure	83 Mt Jure	Princeton	924-3766

**Sensible Transportation Options Partnership**  
P.O. Box 177, Princeton, NJ 08542      609-924-2938

Sample Page

over 700 signatures received



ID # 11

**Tri-State Citizens' Council on Transportation**  
**4315 Baltimore Avenue, Philadelphia, Pa. 19104**

Charles Bode, Chairman

The Tri-State Citizens' Council on Transportation submits this document as its public comment upon the draft DVRPC TIP for FY 2001. We will first respond to several of the questions posed in Volume I of the TIP. We then propose specific additions and scope changes for the TIP. Our transit proposals are discussed in our Consolidated Statement for SEPTA's FY 2001 hearings. Rather than repeat that material, we enclose a copy of that document as part of our submission. The central theme of our Consolidated Statement is that public transportation needs to focus upon improving financial performance, which we again recommend here as the guiding light for transit project selection. This is a direct result of our Route Performance Trends Report which found sharply declining financial performance at SEPTA.

**Questions Posed in Volume I of the TIP**

*Given the projects in the TIP, are we headed in the right direction?*

No. The majority of projects in the TIP, directly or indirectly, will increase single occupant vehicle travel. Every project that increases capacity, removes constraints, or eliminates congestion is likely to increase the vehicle miles traveled. VMT, shown on page 2 of the conformity section of the TIP, is projected to increase from 109 to 129 million between 2002 and 2020, an 18% gain. Increased vehicle miles traveled equate to increased time behind the steering wheel, time that cannot be used productively either on the job or in recreation that clears the mind for improved job performance. Therefore, the TIP will increase the region's dependence on imported fossil fuel and decrease the region's competitive position.

We recommend that the scope of every highway project be revised to include specific measures to improve the conditions for people who walk, cycle, and ride transit. Specifically, every highway project should provide for sidewalks, bicycle lanes, and transit preference at traffic signals.

Example 1: TIP # B05 Woodbourne Road and Lincoln Highway Intersection Improvements: "Widening of both intersections to provide additional through lanes on Woodbourne Road, dual left turn lanes on East Lincoln Highway, right turn lanes on Old Lincoln Highway, and traffic signal upgrades." This project is likely to increase the speed of vehicles through the intersections. The roadways will be widened. More lanes of vehicles will be turning simultaneously. All of these changes make crossing the intersections more difficult and more dangerous for



pedestrians and cyclists. Where are the changes for pedestrians to safely cross the new intersections, the adequate crossing time in the light cycles, and the bicycle lanes?

Example 2: TIP # 9721 Torresdale Avenue Harbison Avenue to Linden Avenue: "...upgrading and interconnecting the traffic signals for approximately 29 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95." This project is likely to increase the speed of vehicles on Torresdale Avenue. This makes crossing the street more difficult and dangerous for pedestrians and makes drivers less tolerant of the transit vehicles that stop to receive and discharge passengers. Where is the transit preference in the signals? Where is the adequate time for pedestrians to cross? (Why do the lights usually change to stop walking before crossing even the first lane?) Where is the green-wave timing at a slow speed that is appropriate for a street lined with small businesses and homes?

*Is the current transportation project development process, including environmental reviews and public input, effective?*

No. A large portion of the funds is set aside for public transportation projects. However, the process for selection of public transportation projects is effectively closed to the public. When the list of projects, for example SEPTA's Capital Budget Proposal, is presented for public comment, it--like the TIP--is beyond the stage of being receptive to substantive change from the public. The futility of public involvement is conclusively demonstrated by the failure of efforts over many years of interested groups and individuals to have projects added, removed, or effectively modified. Public involvement is essentially a case of going through the minimal legal requirements without an intention of using the comments received to effectively change the proposals.

*Given financial constraints, are we spending money on the right types of projects?*

No. The decision process lacks cost-benefit analysis. Further, projects designed to reduce the need for funds through planning, non-construction programs, and education are absent.

Enclosed with our submission are two articles, *Highway Capital and Economic Productivity* and *It's the Regional Economy, Stupid! Misinterpreting the Benefits of Highway Construction*, from the February 1999 issue of Progress, the Surface Transportation Policy Project newsletter. The articles describe the minimal benefits from increasing highway capacity and how even those benefits are basically shifts from the portion of the region without the new capacity to the portion of the region with the capacity.



Example 1: The total financial picture includes the operating assistance for public transportation. SEPTA's farebox recovery ratio and ridership are both decreasing. This is increasing the burden on taxpayers for a declining benefit. Public transit projects should be designed to increase ridership and revenue while decreasing the operating assistance requirement.

Two large projects are projected to consume an enormous amount of funds. The likely result is an increase in the need for operating assistance. While they are at the extreme limits of project size, the same lack of an effective business-like decision process affects the entire project selection process.

Example 2: Numerous projects cite safety. The severity of injuries increases with the speed of the vehicles. Therefore, the most cost effective safety projects may be as simple as reducing the speed limit. Changing the speed limit signs is much less costly than any realignment, signal modifications, or other physical construction.

Example 3: The region is littered with "no pedestrian crossing" signs. What is a person expected to do at an intersection with "no pedestrian crossing" signs for every direction--fly? Effectively, life without constant use of an automobile has become illegal in much of the region. People are forced to move elsewhere or become motorists. Forcing people to use SOVs creates an artificial demand for expensive roadway capacity. Where is the TIP project to replace all the "no pedestrian crossing" signs with pavement crosswalk markings and "stop for pedestrians" signs?

*Is the TIP document easy to use? How could it be improved?*

Public understanding and, therefore, participation could be facilitated by the addition of two types of information:

The status of projects previously funded but no longer shown in the TIP, for example projects still under construction.

A description of projects proposed beyond the TIP period, including their relationship with projects in the TIP and with prior projects not yet completed.

This information may best presented in a document separate from the TIP, but made available concurrently with the TIP.

The TIP document itself could be improved with a table of contents listing the projects with the page number where the project appears in the document.



*NJDOT Statewide Line Items*

These items are described in only the most general manner. For example, the freight program could be highway, railroad, port, or airport facilities. For such vague projects an additional public comment process should be developed to obtain public input after individual project elements are developed before the elements reach the bid stage.

**Specific Suggestions for Changes to the TIP**

We recommend that a few projects, described below, be added to the TIP. Several are non-construction projects that are minor in scope relative to the typical TIP project. Others involve minor construction accompanied by a policy change. Only a few are of a sizeable nature. These larger projects would, of course, begin with various study phases so that the funding requirements within the TIP period are minor. We request that two projects be re-scoped. The reduction in scope of these two projects releases more than enough funding to cover all our other recommended changes, thus preserving the fiscally constrained nature of the TIP. A more extensive discussion of our public transportation recommendations is contained in our Consolidated Statement for the FY 2001 SEPTA hearings which is submitted with this statement.

Recommended new projects are as follows:

- A public education program to reduce congestion and pollution by encouraging walking and cycling for short trips. In a manner similar to the campaign to conserve energy some years ago in which office workers were encouraged to walk up one and down two floors instead of using an elevator, we suggest a "walk five [minutes], bike ten" in place of driving campaign. Elimination of many short vehicle trips could reduce traffic congestion in some locations much more effectively than constructing more lanes and adding evermore complicated signals.
- A study to develop a methodology to evaluate the cost-effectiveness of roadway segments and to develop a procedure to remove roadway segments not carrying sufficient traffic to cover their cost. In a manner similar to the process used by SEPTA to rank its routes, roadway segments could be evaluated for the ratio of gas tax revenue earned to operating and maintenance cost incurred. A minimum value would be set, below which, similar to SEPTA's routes, roadways would be abandoned if their usage could not be increased to produce sufficient tax revenue.
- A study to develop an effective means of consolidating responsibility for roadways. At present for example, a state highway within Philadelphia that is used by SEPTA's trolleys is maintained by at least four parties: SEPTA for the track area lanes, PennDOT for the non-track lanes, the City of Philadelphia for signs and pavement markings, and adjacent property owners for the sidewalks. Surely a process can be developed for "trading" such that the total



cost and work scope of each public entity was maintained, but that a single agency maintained all features of a given roadway segment. Even if PennDOT does not believe it can build track, PennDOT could trade parking lane paving to SEPTA in exchange for maintaining an equivalent amount of paving in SEPTA depots, parking lots, and other facilities.

- A public education program to inform the public of the tradeoffs involved in the regional economy. Specifically the program would include:

The cost of sprawl in terms of travel time, highway costs, utility costs, and social impacts such as the need to chauffeur children to all activities and the associated loss of neighborhood feeling.

The alternatives that are possible from policies that:

Provide for increased use of transit effectively.  
Provide for increased use of walking.  
Provide for increased use of bicycles.

The likelihood of future higher-than-present gasoline prices resulting from additional automobile use in developing countries including China, Brazil, and India where large populations will consume vast quantities of gasoline.

The relative regional competitive position, both current and projected, relative to other regions, some of which are making efforts to increase time and energy efficiency through policies to curb sprawl and reduce vehicle miles traveled.

- A study to establish guidelines for street-name sign location such that the signs are easily visible to passengers in transit vehicles. Numerous signs are now located too high to be seen by passengers not seated beside the windows. The recent trend to locate street-name signs only over the traffic lanes at intersections hides the signs completely from passengers in transit vehicles. Further, the highly tinted bus windows greatly restrict the passengers' ability to see the signs at night, especially those not well illuminated, small in size, or dark in color.

Guidelines would be developed to locate street-name signs at the height of bus windows, to make the signs large enough to read from the bus, and to coordinate street lights and street-name signs such that the signs are illuminated at night by the street lights.

- A study to determine the cost savings resulting from a reduced severity of accidents that would be associated with a reduction in the speed limit on congested roadways and intersections. The cost of vehicle and property damage, the cost of police tending to accidents, and the cost of medical care for accident victims would be evaluated relative to



the number and severity of accidents at various speed limits to determine the appropriate vehicle speed limits for various typical congestion situations. Thereafter, the lowering of the speed limit could be evaluated against construction modifications to determine the least costly means to resolve certain traffic situations--construction or a lower speed limit.

- A program to replace "no pedestrian crossing" signs with "stop for pedestrians in crosswalk" signs and associated intersection modifications including striping and pedestrian crossing signals.
- A study to develop project guidelines such that every highway construction project includes provision for pedestrians and cyclists, specifically including sidewalks, bicycle lanes, and provision for pedestrians and cyclists to safely and conveniently move through intersections.
- A study to determine how traffic elimination can improve the region. An article, *Remove It and They Will Disappear* from Surface Transportation Policy Project newsletter of March, 1998 on this topic is included with our submission.
- A study to determine a means to reduce the subsidy per transit passenger. Points A through I in pages seven through fifteen of our Consolidated Statement are generally applicable to all the public transportation operators in the region. Other means may also increase ridership in such a manner that the requirement of subsidy decreases. The purpose of this study would be to determine appropriate means to increase ridership while decreasing subsidy and to develop a mechanism for applying the means within the region. A significant change in agency direction might result, for example, from a policy that the top managers' salaries be contingent upon deficit reduction and only payable from the annual reduction in the deficit.
- A program to increase the effectiveness of public participation in the TIP by means of instituting a process through which the public could initiate the inclusion, or removal, of a project directly through the DVRPC without the need to go through other government bodies. In view of the completed nature of the TIP document at the time of public review, this may require that the future TIP begin at the public review of the previous TIP so that projects from the public can be processed effectively. Also, this may require that DVRPC, as the regional MPO, occasionally become the sponsor and lead agency on a worthwhile project not accepted by another agency.
- The following public transportation projects which are described in our Consolidated Statement:

A scope change to TIP# SEP04 to advance the acquisition of new trackless trolleys.

An extension of trackless trolley Route 66 to Franklin Mills.



An extension of trackless trolley Route 29 to Grays Ferry Avenue.

An extension of trackless trolley Route 29 to Pier 70.

An extension of trackless trolley Route 79 to Pier 70.

An extension of the Market-Frankford Subway-Elevated line westward to the Blue Route. For purposes of the TIP, the portion of this project within the TIP time frame would be the initial studies.

A scope change to projects TIP# S053, S073, and 9791 to partner with other agencies to build a quality Girard Avenue Light Rail Line specifically with neighborhood revitalization as an integral part.

A University City Streetcar Loop.

A Center City Streetcar Loop.

An Erie-Torresdale Light Rail Line.

A Northwest [Philadelphia] Historic Trolley Route.

A scope change to the Bus Purchase Program (TIP# S025) to begin acquiring fuel cell buses, and to acquire buses with improved suspension, air conditioning, and announcement/signage systems.

A study to develop vehicles that can be maintained entirely within the overnight and weekend periods so that the number of vehicles can be reduced to just the number required to provide the service.

A change in scope for TIP# S031 and S074 to reflect the effect on the region of funding both the construction cost and the future deficits and to reflect the realities of a project outside the operator's demonstrated area of interest and competence. Specifically, a change from the proposed scope to a busway over the R6 right-of-way from 30th Street Station through Norristown to King of Prussia, a purchase of service contract for additional bus service between Philadelphia and Reading, an extension of the Erie-Torresdale Light Rail line, a shorter routing for the R8 train, and Breeze-type bus services. Within the time frame of this TIP this change of scope would involve the initial study and design of the revised facilities and the purchase of Philadelphia-Reading bus service.



**FY 2001 Transportation Improvement Program**

**Volume IV  
Public Comments and Agency Responses**

**Part C  
Compilation of Public Comments  
Pennsylvania Subregion**







## **DVRPC Regional Citizens Committee Comments**







**COMMENTS OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
REGARDING ADOPTION OF THE DRAFT DVRPC FY 2001  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
FOR NEW JERSEY AND PENNSYLVANIA**

***The RCC recommends that the DVRPC Board approve the DVRPC Draft FY 2001 TIP for New Jersey.***

The RCC also submits the following comments on the New Jersey TIP:

1. TIP#2374 (Delaware River Tram): The RCC continues to oppose the Delaware River Tram for the following reasons:
  - a) There is no justification for the project;
  - b) This project is tantamount to an amusement park ride;
  - c) There is much concern about the operation of the tram in different weather extremes;
  - d) DRPA should focus on its core mission which is to expand PATCO operations;
  - e) The agency should be addressing other, more timely transportation issues.
2. TIP#4321 (Scotch Road/I-95 Interchange): The RCC continues to oppose this project.
3. TIP#2340A & B (I-295/76/NJ42 - Missing Moves and Direct Connection): On the basis of safety concerns, the RCC supports the missing Moves and Direct Connection. However, the committee feels these projects should not move forward until transit is more thoroughly examined. As the RCC recommended in 1998, transit alternatives can significantly address the mobility pressures of the area: data in the Burlington-Gloucester MIS needs to be considered. Specifically, the alternatives to be studied should include:
  1. Light rail and modified light rail (modified PATCO) alternatives to Mantua where the Camden-Glassboro freight line intersects Route 55.
  2. Furthermore, Atlantic City Rail Line Improvements should include--
    - a. The addition of one peak direction round-trip;
    - b. Lessen travel time of each run by 20-35 minutes to what it was 50 years ago;
    - c. Directly extend service to Suburban Station.In addition, the RCC encourages vigorous consistency with the New Jersey State Development and Redevelopment Plan, with particular emphasis on the transportation improvements listed above.
4. TIP#4313 (Route 29): The RCC continues its opposition to the Route 29



project and contends that the environmental review was inadequate.

5. TIP#4311 (Millstone Bypass): The RCC believes that action by the DVRPC Board on the Millstone Bypass is premature prior to completion of the Environmental Assessment or Environmental Impact Statement.

6. TIPDB#T300 (Transit Rail Initiatives): The extension of the Trenton to Camden line and extension of the PATCO Systems should be studied.

7. The RCC also questions why project costs for North Jersey are in the DVRPC TIP for this region.

***In addition, the RCC recommends that the DVRPC Board approve the DVRPC Draft FY 2001 TIP for Pennsylvania.***

The RCC also submits the following comments on the Pennsylvania TIP:

1. In general, arrangement of the TIP should be improved as follows:
  - a. There is no index other than on maps;
  - b. Maps give project numbers but not page numbers;
  - c. Individual projects are not listed according to TIP number sequence;
  - d. Related projects are scattered without cross-reference. One instance is the various Route 23 projects )TIP#8743, 8776 and M 06.
2. Opposition is highly likely on TIP#8743 (PA 23). This project would convert what is now a local residential street (Chelsea Drive) into a four-lane segment of Route 23. The area was assured years ago that the Route 23 project was permanently halted a mile west of Bridgeport. The RCC questions whether there has been community involvement in this project.
3. TIP#7879 (Chester Creek Bicycle/Pedestrian Trail): Trails should be in vicinity of rail - not on the rail grade. Experience has shown that rail restoration is likely to be politically impractical if the trail is located on the rail grade.
4. TIP#D26 (McDade Blvd.): Traffic signals are to be pre-empted by buses at Darby Bus Terminal. The RCC supports this all too rare "Transit First" Initiative.
5. TIP#8475 (Church Road): Are sidewalks included in this bridge replacement?
6. TIP#8436 (Greenwood Ave.): Will sidewalks on the bridge replacement meet ADA standards?
7. TIP#8798 (Pennypack Connector Trail): The RCC again questions whether rail restoration would be politically impractical if the trail is located on the rail grade.



8. TIP#9746 (30th Street Station Intermodal Gateway): What direct, secure alternatives are proposed for the Market Street Subway to Surface Line connection to the Regional Rail at 30th Street?
9. TIP#0537 (Alternative fuel Project): The RCC supports and urges quick acquisition of hybrid buses.
10. TIP#PA01 (Amtrak Harrisburg Line): Does this include centralized traffic control, especially where SEPTA operates?
11. TIP#SO14 (Station Accessibility): The RCC supports accessibility but questions whether SEPTA has explored the interim strategy of making cars, rather than stations, serve as the critical element in ADA compliance (i.e., wheelchair lifts on each train instead of ramps on every platform).
12. TIP#SO30 (North Philadelphia Transportation Center): With the proposed discontinuance of the R-8 train at this station, how has this project been rescopeed in terms of capital dollars?
13. TIP#SO60 (Rail Stations and Parking Program): See Attachment #1. The RCC believes that "market driven" pricing should be used; i.e., pricing for parking at different rail stations should be considered.
14. TIP#SO71 (Eastwick Transportation Center): The RCC reaffirms its position that ridership is not large enough to justify this expansion. The projected cost does not match the description of the project issued at the public hearing. Where are these additional dollars programmed?

The RCC urges the City of Philadelphia and SEPTA to refrain from spending any additional money in the next few years. The station lies in an isolated area. A park-and-ride lot at Eastwick would only duplicate parking spaces which exist in ample amount a few miles away at more visible and more secure locations on the Wilmington-Newark R-2 line. Some of these locations generate higher fares than Eastwick would; so any diversion would be economically unwise for SEPTA. An elaborate Eastwick Station costing several millions of dollars would only deflect scarce capital money from more productive uses. In addition to the capital cost, the added lighting, elevators, platforms, stairs, etc., would only add to the already high annual fixed-plant maintenance and operating costs of SEPTA's rail systems.

15. TIP#SO74 (Schuylkill Valley Metro): See Attachments #2. In addition, the RCC understands that there are two potential ultimate routes between Perkiomen Junction and Cromby (south of Royersford) for the Schuylkill Valley Metro project.  
In order to determine which route would be best for the region and its



transportation system, the RCC recommends that an impartial study be done, identifying alternate construction costs, operating costs, travel time, passenger level, passenger revenue, cost recovery and other important factors. Such a study should not preclude the immediate start-up of service with currently available equipment.

16. TIP#SEP01 (Elwyn-Wawa Rail Improvements): The cost listed in the TIP (\$15 million) conflicts with the cost given at a recent SEPTA public hearing (\$41 million). Why?

17. TIP#SO80 (Paoli Transportation Center): See Attachment #3.

18. TIP#SEP03 (Regional Rail Car Acquisition): Customers' views should be sought openly through a public hearing before the design stage.

19. TIP#SO31 (Cross County Metro): The project description cites a Major Investment Study and Draft Environmental Impact Study -- neither of these have been released to the public and no locally preferred alternative has been issued. The RCC feels it is premature to program design dollars in FY 2001 and questions why the public has not been involved in the process on the same level as for the Schuylkill Valley Metro.

20. TIP#8601A (Betzwood Bridge): See Attachment #4. The RCC is seeking reassurance that this bridge replacement will be done correctly.

21. TIP#9555 (School House Lane): The RCC opposes the widening of School House Lane. If the project does move forward, the committee asks that "No Trucks" signs be posted.

22. TIP#9345 (Krewstown Road Bridge): The RCC opposes the construction of a new bridge at this location.

23. TIP#6719 (PA 41): The RCC asks why the funding levels in the later years of the TIP were changed for this project and who changed them. The committee also asks for a copy of comments made to the State Transportation Commission by the Chester County Commissioners relative to this project at the meeting of November 15, 1999.

24. TIP CSP (US 1 Expressway): The RCC notes that the quality of workmanship on this roadway is deplorable.

25. Bicycle Network Program (formerly TIP#9703): The RCC is disappointed that this project was removed from the TIP and questions the status of the project and the CMAQ funds that were allotted for the Plan.



## Proposed RCC Separate Resolution on Parking Garages at Train Stations

Refer to TIP SEP10 Intermodal Facilities Improvements in Montgomery County

ID #12

Although RCC supports expansion of needed transit parking in general, we can only recommend against building expensive parking garages where public transportation management has failed to implement "soft" alternatives to major construction. Such would be the case at hub stations Jenkintown, Glenside and perhaps Norristown and Conshohocken.

In the case of adjoining Jenkintown and Glenside stations, over 260 parking spaces go unused at the nearby stations of North Hills, Orelan, Noble, Rydal, and Meadowbrook. Moreover, additional SEPTA-owned land is available at the five nearby stations, which is not the case with Jenkintown and Glenside.

Lacking are managerial efforts to divert "drive in" customers from the areas near the outlying stations to use those stations with their ample parking instead. Using pricing and other methods to divert customers away from scarce commodities is just normal management practice. In this instance, management could adjust parking fees at individual stations upward or downward. It could also adjust the number of stopping trains at each station upward or downward.

Streets around Jenkintown and Glenside, particularly Glenside Avenue, already are congested at peak commuting hours. Further increase of parking at these stations can only exacerbate this problem. By contrast, traffic generally moves freely around the other stations.

RCC urges that this project be deferred, but that if more parking eventually is needed in the area, it be accomplished at the outlying stations. RCC also urges DVRPC staff to screen all projects for the possibility that "soft" alternatives to construction may exist which will reduce the pressure on limited public transportation capital funding.



2D #12

## SCHUYLKILL VALLEY METRO PROPOSAL CONCLUSIONS

This proposal is meant to modify or replace SEPTA's Schuylkill Valley Metro Alternative 2D, which it somewhat resembles. Many changes to Alternative 2D would be needed, not all of which are known; details of SEPTA's alternatives are still sketchy.

The planning process should:

- a. Proceed in a more democratic fashion, including public hearings now and at regular intervals;
- b. In order to avoid deceiving the casual reader, clearly describe the alternatives and state the costs of all elements in each alternative;
- c. Delete from the study the light-rail add-ons that confuse the costs and details of the main Schuylkill Valley corridor;
- d. Recognize that the Delaware Valley's unserved transportation market, not urban-transit theory or special-interest motivations, should determine the course of planning and action;
- e. Direct emphasis away from cheap fares, unsupportable service frequencies, etc., and toward transportation values which most passengers will pay more for;
- f. Attract passengers out of automobiles instead of diverting them from existing through buses;
- g. Provide a comfortable ride for the 90-minute trip to Reading;
- h. Utilize the Norfolk Southern main line without deviations;
- i. Avoid creating two more tracks entering Center City which will have to be maintained, and make better use of the 20 existing commuter rail, rapid transit, and light rail tracks already in place;
- j. Avoid establishing the seventh physically incompatible rail system here in addition to the present three light rail, two rapid transit, and one commuter rail systems;

If our proposal is followed, we believe that extension of an enhanced commuter rail service will provide the Schuylkill Valley with the best transportation improvement at lowest capital cost per passenger mile. Service levels will be tailored for the various ridership levels en route, and variations by time of day and week. An attractive service with well-patronized trains will operate at low, affordable levels of operating subsidy from SEPTA and BARTA.



**PAOLI TRANSPORTATION CENTER RESOLUTION (adopted 4/97):**

- ◆ Because of the large cost estimate for this station (\$34 million), in comparison to other large public transportation needs, the RCC urges that the cost of the public transportation segment of this project, including CMAQ funds, not exceed a small fraction of the total figure.
- ◆ Any other funding for this project should come from highway or private sources.
- ◆ The present station site is suitable, and existing facilities should be used as much as possible for the sake of economy. If desirable, the present station platforms should be extended a short distance westward. Parking and other improvements should be made in a cost-effective manner.
- ◆ Replacement of the present Valley Road overpass with a wider bridge or underpass, including sidewalks on both sides which are accessible to station platforms, is an essential part of the plan, and should be added to the project.
- ◆ Nearby stations from Devon to Whitford urgently require station-building, platform, lighting, and pedestrian safety capital improvements.
- ◆ The RCC further recommends that a project for installing centralized traffic control and revising the track arrangement on Amtrak's Harrisburg Line between the Overbrook and Thorndale areas be added to the TIP. This would be a highly productive improvement. It should be actively pursued by SEPTA and Amtrak, the Paoli Transportation Center: which should share in its capital cost and in its resulting operating cost savings.



## Proposed RCC Separate Resolution on Betzwood Bridge Area TIPs

Refer to TIPs: 8601<sup>A</sup> on p. 118 Old Betzwood Bridge Replacement  
8601<sup>B</sup> on p. 119 Old Betzwood Bridge Bike and Pedestrian Trail  
8660 on p. 210 US 422 Off Ramp at Route 363 Trooper Road  
8661 on p. 119 Signalization at Route 23 at Old Betzwood Bridge  
8703 on p. 126 Schuylkill Trail from Betzwood Bridge to Route 29  
8776 on p. 141 Routes 23 and 422 Interchange  
SO 74 on p. 24 Schuylkill Valley Metro

ID #12

Some years ago, the superstructure of Old Betzwood Bridge was dismantled. The now-congested, adjacent route 422 bridge replaced it without properly serving local motor traffic, pedestrians, and the existing and planned complex of bike and pedestrian paths nearby. The old bridge was much used by rail and route 125 bus reverse commuters to reach the Valley Forge corporate center on the river's north bank.

At the south-bank hub of this activity, Valley Forge Park train station still stands. It was rated by SEPTA in 1979 as having 150 parking spaces, which could be finished and expanded. A nearby apartment complex is linked to the site by a much-used pedestrian path. The Valley Forge Park visitors' center is located a half-mile south.

RCC therefore recommends that:

- (1) the various TIPs be coordinated.
- (2) approaches to the new Betzwood Bridge be designed to discourage long-distance traffic and to accommodate only local vehicular traffic, pedestrians and bicyclists.
- (3) the Valley Forge Park train station be developed as the principal train station for both north-bank and south-bank communities instead of the isolated, proposed Port Kennedy site one-half mile east next to a sewage disposal plant.



## **DVRPC Member Agency Comments**







ID #13

**Tip Plan Comments**

**From:** Charles Dougherty [cdougherty@dvrpc.org]  
**Sent:** Monday, June 26, 2000 9:28 AM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** [Fwd: Comments on Draft FY2001 TIP]



DVRPC Comments.doc

----- Original Message -----

**Subject:** Comments on Draft FY2001 TIP  
**Date:** Fri, 23 Jun 2000 16:50:51 -0400  
**From:** [brownq@dot.state.pa.us](mailto:brownq@dot.state.pa.us)  
**To:** [cdougherty@dvrpc.org](mailto:cdougherty@dvrpc.org)  
**CC:** [genua@dot.state.pa.us](mailto:genua@dot.state.pa.us), [hanniga@dot.state.pa.us](mailto:hanniga@dot.state.pa.us),  
[tsterne@dot.state.pa.us](mailto:tsterne@dot.state.pa.us)

Attached are comments for consideration on the Draft FY2001 TIP. Additional information on new bridges being submitted will be FAX as soon as I can get your FAX machine to receive the documents.

(See attached file: DVRPC Comments.doc)

Thank you for the opportunity to provide comments.



## Projects with incorrect MPMS#'s

County	TIP#	Present MPMS#	MPMS# should be
Bucks	5708	12782	13371
Bucks	B11	57630	12782
Delaware	7896	15066	47994
Montgomery	8537	16419	50364
Montgomery	8769	16172	16372
Montgomery	8754	15516	16163
Philadelphia	0511A	17809	50575 (Remove old PMS#)
Philadelphia	9759	47812	47811
Philadelphia	9778	57277	17489
Various	0581	57327	51325

## Funding Corrections to the TIP

<u>County</u>	<u>TIP#</u>	<u>MPMS#</u>	<u>Description of Change</u>
Bucks	5709	13685	Switch all funding to 100% State
Bucks	5528	13245	Change ROW to 100% State
Chester	6579	14203	Increase Eng. on Draft 2001 from \$250 to \$600 (100% State)
Chester	6741	15385	Increase ROW and CONSTR in FY LATER CON HWY 160,000, CON STA 40,000, ROW HWY 32,000, ROW STA 8,000,
Mont.	8772	48179	Increase CMAQ Construction funding from \$480, to \$960,



## Additions/Removals

COUNTY	TIP	MPMS	COMMENTS
Bucks	5708	13371	Remove from Draft (all funds have been obligated )
Bucks	5588	13240	Include PE & DES on Draft in FY2001 PE BR 80, PE STA 20, DES BR 80, DES STA 20,
Bucks	5712	13759	Remove from Draft. LET 6/29/2000 @ 100% STATE 187
Bucks	5727	13360	Bridge is over PA Canal, and not a <u>Tributary of</u>
Chester	6907	47977	Chester Co. requests project to be placed back on Draft T.I.P. First 4 years is funded 100% local.
Chester	6530	14060	Include project on Draft in FY2001: CON STU 320, CON STA 80, (previously LOCAL ) ROW STU 108, ROW STA 27, (previously LOCAL )
Chester	6569	14221	Remove from Draft. Will be done as a H.O.P.
Chester	6927	14286	Remove from Draft. Bridge Removal to be done by Amtrak in FY2000.
Delaware	7835	15437	Include project on Draft in FY2001: CON SFTY 675, CON STA 75,
Delaware	7129	14865	Delete ROW from Draft 2001. From \$1,700 to <u>0</u>
Delaware	7897	48168	Revise limits as per County request. Limits: Bishop Avenue to Church Lane
Delaware	7869	47994	Revise limits as per County request. Limits: Morton Avenue to Wycombe Avenue



Delaware	D02	57755	Delete per County request. Transfer CMAQ funds to TIP # 7896.
Delaware	D26	57782	Delete per County request. Transfer CMAQ funds to TIP # 7896.
Delaware	D23	57779	Delete per County request. Include study in TIP # 7883 Remove funding from Draft.
Montg.	8685	16147	Include project on Draft in <b>FY2001</b> : CON BR 600, CON LOC 37, CON STA 113,
Montg.	8757	48178	Revise scope and extend limits. Limits: Stump Rd. to Upper State Rd. Scope: Roadway widening to provide missing link. <b>FY2004</b> CON HWY 1,200, CON STA 300,
Montg.	8519	16334	Add Eng.(Final Design) to <b>FY2001</b> : DES HWY \$416, <u>DES STATE \$104,</u> Total \$520,
Montg.	8685	16147	Add Constr. to Draft in <b>FY2001</b> CON BR \$600, CON LOCAL \$37, CON STATE \$113,
Montg.		16150	*MUST ADD*-Tookany Parkway/Crk Status: -Not on 1999 / -Not on 2001
Phila.	P24	51214	Add to Draft in <b>FY2001</b> : ROW ST-SP \$361 UTIL ST-SP \$361 } 100% State (149 Funds)
Phila.	0511A	50575	Old MPMS # was 17809. Increase funding on Draft in <b>FY2001</b> for AC Conversion. CON HWY 24,000, CON STA 6,000



## ADDITIONAL PROJECTS FOR CONSIDERATION

The District is requesting the inclusion of several bridge projects in the Draft FY2001 - 2004 TIP. These structures are being programmed due to the structural integrity resulting from recent inspections.

Details for each structure will be submitted via FAX.

COUNTY	TIP#	MPMS#	
Bucks	B00	59496	BRIDGE STREET BRIDGE
Bucks	B00	12955	KELLERS CHURCH ROAD BRIDGE
Chester	C00	14337	HARMONYVILLE ROAD BRIDGE II
Chester	C00	14200	SPEAKMAN'S COVERED BRIDGE
Chester	C00	14594	CLOVER MILL ROAD BRIDGE
Chester	C00	14206	YELLOW SPRINGS ROAD BRIDGE
Chester	C00	14055	COPE'S BRIDGE (STRAUSBURG ROAD )



ID #13

**PA DOT  
7000 GEERDES BLVD.  
KING OF PRUSSIA, PA. 19406**

# Fax

<b>To:</b> Charles Dougherty	<b>From:</b> Greg Brown
<b>Fax:</b> 215 - 592 - 9125	<b>Pages:</b> 15
<b>Phone:</b> 215 - 238 - 2863	<b>Date:</b> 06/23/00
<b>Re:</b> Draft FY2001-2004 Bridges	<b>CC:</b>

**Urgent**    ☒ **For Review**    ☐ **Please Comment**    ☐ **Please Reply**    ☐ **Please Recycle**

● **Comments:** Attached are the bridges referenced in the District's comments on the Draft FY2001 - 2004 TIP.



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

MPMS# 59496

COUNTY: BUCKS

PROJECT TITLE: BRIDGE STREET BRIDGE

PROJECT LOCATION: BRIDGE OVER PA. CANAL

MUNICIPALITIES: NEW HOPE BOROUGH

**DESCRIPTION OF IMPROVEMENT:** (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

REPLACE BRIDGE OVER PA. CANAL  
BMS# 09 0179 0030 2130

**PROJECT SPONSOR** (DVRPC Member Agency): PADOT

**CO-SPONSOR:** (Optional):

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)  
(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	\$	\$	\$	\$	\$
State	\$	100 \$	100 \$	50 \$	700 \$	950 \$
Local/Other	\$	\$	\$	\$	\$	\$
Total	\$	100 \$	100 \$	50 \$	700 \$	950 \$

\*\*Explain "Study/Other" phase, if used:

### STATE AND LOCAL/OTHER FUNDING:

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?  
(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



**DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**New Project Application Form**

Revised 01/07/00

ID #13

(Type in the space provided.)

**PROJECT DEVELOPMENT HISTORY:** (Put an "x" in front of all that apply.)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Management Systems Analysis | <input checked="" type="checkbox"/> DOT Staff |
| MIS/Corridor Study  | Transit Operator Staff                        |
| Feasibility/Needs Study   | County Staff                                  |
| County Capital Planning Process                                 | DVRPC Staff                                   |
| Other (explain)   |   |

What evidence of **local support** currently exists for the project (city/county plan/budget, etc.)?

**IMPROVEMENT CATEGORY:** (Put an "x" in front of the most applicable category.)

**Highway Projects**

- |  |                        |
|--|------------------------|
| <input checked="" type="checkbox"/> Bridge (Rehabilitation/Reconstruction) | Major Roadway Capacity |
| Roadway/Intersection   | Safety                 |
| Roadway/Intersection Flow (Signals/Channelization)                         | Other (explain)        |
| Minor Roadway/Intersection Capacity  |                        |

**Transit Projects**

- |  |                            |
|--|----------------------------|
| Rail System Maintenance/Restoration/Reconstruction | Vehicle Purchase/Lease     |
| Bus System Maintenance/Restoration/Reconstruction  | New Facilities or Services |
| Rail Facilities Improvements                       | Mandates (EPA, FRA, ADA)   |
| Bus Facilities Improvements                        | Other (explain)            |

**Other Projects**

- |                |                            |
|----------------|----------------------------|
| Intermodal/TDM | Transportation Enhancement |
| Bicycle        | Planning Study             |
| Pedestrian     | Other (explain)            |
| Air Quality    |                            |

**ENVIRONMENTAL FACTORS:**

What level of **environmental review** will likely be necessary? (Put an "x" in front of one.)

- |   |                          |                                |
|---|--------------------------|--------------------------------|
| <input checked="" type="checkbox"/> Categorical Exclusion | Environmental Assessment | Environmental Impact Statement |
|---|--------------------------|--------------------------------|

What **environmental review work** has been completed to date?

NONE

**ADDITIONAL INFORMATION:**



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

MPMS# 12955

COUNTY: BUCKS

PROJECT TITLE: KELLERS CHURCH ROAD BRIDGE

PROJECT LOCATION: BRIDGE OVER DEEP RUN

MUNICIPALITIES: BEDMINSTER TWP.

**DESCRIPTION OF IMPROVEMENT:** (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

REPLACE BRIDGE OVER DEEP RUN CREEK

BMS# 094091 0050 0000

POSTED BRIDGE

PROJECT SPONSOR (DVRPC Member Agency): PA DOT

CO-SPONSOR: (Optional):

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)

(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	240 \$	160 \$	40 \$	1,200 \$	1640 \$
State	\$	60 \$	40 \$	10 \$	300 \$	410 \$
Local/Other	\$	\$	\$	\$	\$	\$
Total	\$	300 \$	200 \$	50 \$	1,500 \$	2050 \$

\*\*Explain "Study/Other" phase, if used:

## STATE AND LOCAL/OTHER FUNDING:

If State funds are proposed for this project, has the DOT accepted it as a candidate for funding?

(Put an "x" in front of one.) ☒ Yes ☐ No

If Local/Other funds are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



**DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**New Project Application Form**

Revised 01/07/00

ID #13

(Type in the space provided.)

**PROJECT DEVELOPMENT HISTORY:** (Put an "x" in front of all that apply.)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Management Systems Analysis | <input checked="" type="checkbox"/> DOT Staff |
| MIS/Corridor Study  | Transit Operator Staff                        |
| Feasibility/Needs Study   | County Staff                                  |
| County Capital Planning Process                                 | DVRPC Staff                                   |
| Other (explain)   |   |

What evidence of local support currently exists for the project (city/county plan/budget, etc.)?

**IMPROVEMENT CATEGORY:** (Put an "x" in front of the most applicable category.)

**Highway Projects**

- |  |                        |
|--|------------------------|
| <input checked="" type="checkbox"/> Bridge (Rehabilitation/Reconstruction) | Major Roadway Capacity |
| Roadway/Intersection   | Safety                 |
| Roadway/Intersection Flow (Signals/Channelization)                         | Other (explain)        |
| Minor Roadway/Intersection Capacity  |                        |

**Transit Projects**

- |  |                            |
|--|----------------------------|
| Rail System Maintenance/Restoration/Reconstruction | Vehicle Purchase/Lease     |
| Bus System Maintenance/Restoration/Reconstruction  | New Facilities or Services |
| Rail Facilities Improvements                       | Mandates (EPA, FRA, ADA)   |
| Bus Facilities Improvements                        | Other (explain)            |

**Other Projects**

- |                |                            |
|----------------|----------------------------|
| Intermodal/TDM | Transportation Enhancement |
| Bicycle        | Planning Study             |
| Pedestrian     | Other (explain)            |
| Air Quality    |                            |

**ENVIRONMENTAL FACTORS:**

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

- |   |                          |                                |
|---|--------------------------|--------------------------------|
| <input checked="" type="checkbox"/> Categorical Exclusion | Environmental Assessment | Environmental Impact Statement |
|---|--------------------------|--------------------------------|

What environmental review work has been completed to date?

NONE

**ADDITIONAL INFORMATION:**



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

MPMS# 14337

COUNTY: CHESTER

PROJECT TITLE: HARMONYVILLE ROAD BRIDGE II

PROJECT LOCATION: BRIDGE OVER FRENCH CREEK

MUNICIPALITIES: WARWICK TWP.

**DESCRIPTION OF IMPROVEMENT:** (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

BRIDGE REPLACEMENT OVER FRENCH CREEK  
BMS# 15 4018 0040 0000  
POSTED BRIDGE

PROJECT SPONSOR (DVRPC Member Agency): PA DOT

CO-SPONSOR: (Optional):

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)

(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	\$	\$	\$	\$	\$
State	\$	200	200	20	900	1,320
Local/Other	\$	\$	\$	\$	\$	\$
Total	\$	200	200	20	900	1,320

\*\*Explain "Study/Other" phase, if used:

**STATE AND LOCAL/OTHER FUNDING:**

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?

(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

## PROJECT DEVELOPMENT HISTORY: (Put an "x" in front of all that apply.)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Management Systems Analysis | <input checked="" type="checkbox"/> DOT Staff |
| MIS/Corridor Study  | Transit Operator Staff                        |
| Feasibility/Needs Study   | County Staff                                  |
| County Capital Planning Process                                 | DVRPC Staff                                   |
| Other (explain)   |   |

What evidence of local support currently exists for the project (city/county plan/budget, etc.)?

## IMPROVEMENT CATEGORY: (Put an "x" in front of the most applicable category.)

### Highway Projects

- |  |                        |
|--|------------------------|
| <input checked="" type="checkbox"/> Bridge (Rehabilitation/Reconstruction) | Major Roadway Capacity |
| Roadway/Intersection   | Safety                 |
| Roadway/Intersection Flow (Signals/Channelization)                         | Other (explain)        |
| Minor Roadway/Intersection Capacity  |                        |

### Transit Projects

- |  |                            |
|--|----------------------------|
| Rail System Maintenance/Restoration/Reconstruction | Vehicle Purchase/Lease     |
| Bus System Maintenance/Restoration/Reconstruction  | New Facilities or Services |
| Rail Facilities Improvements                       | Mandates (EPA, FRA, ADA)   |
| Bus Facilities Improvements                        | Other (explain)            |

### Other Projects

- |                |                            |
|----------------|----------------------------|
| Intermodal/TDM | Transportation Enhancement |
| Bicycle        | Planning Study             |
| Pedestrian     | Other (explain)            |
| Air Quality    |                            |

## ENVIRONMENTAL FACTORS:

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

- |   |                          |                                |
|---|--------------------------|--------------------------------|
| <input checked="" type="checkbox"/> Categorical Exclusion | Environmental Assessment | Environmental Impact Statement |
|---|--------------------------|--------------------------------|

What environmental review work has been completed to date?

NONE

## ADDITIONAL INFORMATION:



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID # B

(Type in the space provided.)

MPMS# 14200

COUNTY: CHESTER

PROJECT TITLE: SPEAKMAN'S COVERED BRIDGE

PROJECT LOCATION: FROG HOLLOW/HEPHZIBAH HILL ROAD OVER BUCK RUN

MUNICIPALITIES: EAST FALLOWFIELD TWP.

**DESCRIPTION OF IMPROVEMENT:** (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

REHABILITATE BRIDGE OVER BUCK RUN  
BMS# 15 3047 0010 3377  
POSTED BRIDGE

PROJECT SPONSOR (DVRPC Member Agency): PA DOT

CO-SPONSOR: (Optional):

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)  
(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	\$	\$	\$	\$	\$
State	\$	100 \$	100 \$	20 \$	500 \$	720 \$
Local/Other	\$	\$	\$	\$	\$	\$
Total	\$	100 \$	100 \$	20 \$	500 \$	720 \$

\*\*Explain "Study/Other" phase, if used:

## STATE AND LOCAL/OTHER FUNDING:

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?  
(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



**DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**New Project Application Form**

Revised 01/07/00

ID # 13

(Type in the space provided.)

**PROJECT DEVELOPMENT HISTORY:** (Put an "x" in front of all that apply.)

☒ Management Systems Analysis  
MIS/Corridor Study  
Feasibility/Needs Study  
County Capital Planning Process  
Other (explain)

☒ DOT Staff  
Transit Operator Staff  
County Staff  
DVRPC Staff

What evidence of **local support** currently exists for the project (city/county plan/budget, etc.)?

**IMPROVEMENT CATEGORY:** (Put an "x" in front of the most applicable category.)

**Highway Projects**

☒ Bridge (Rehabilitation/Reconstruction)  
Roadway/Intersection  
Roadway/Intersection Flow (Signals/Channelization)  
Minor Roadway/Intersection Capacity

Major Roadway Capacity  
Safety  
Other (explain)

**Transit Projects**

Rail System Maintenance/Restoration/Reconstruction  
Bus System Maintenance/Restoration/Reconstruction  
Rail Facilities Improvements  
Bus Facilities Improvements

Vehicle Purchase/Lease  
New Facilities or Services  
Mandates (EPA, FRA, ADA)  
Other (explain)

**Other Projects**

Intermodal/TDM  
Bicycle  
Pedestrian  
Air Quality

Transportation Enhancement  
Planning Study  
Other (explain)

**ENVIRONMENTAL FACTORS:**

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

☒ Categorical Exclusion

Environmental Assessment

Environmental Impact Statement

What environmental review work has been completed to date?

NONE

**ADDITIONAL INFORMATION:**



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

MPMS# 14594

COUNTY: CHESTER

PROJECT TITLE: CLOVER MILL ROAD BRIDGE

PROJECT LOCATION: BRIDGE OVER PICKERING CREEK

MUNICIPALITIES: WEST PIKELAND TWP.

**DESCRIPTION OF IMPROVEMENT:** (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

REPLACE BRIDGE OVER PICKERING CREEK  
BMS# 15 1026 0010 1448  
POSTED BRIDGE

PROJECT SPONSOR (DVRPC Member Agency): PA DOT

CO-SPONSOR: (Optional):

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)

(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	\$	\$	\$	\$	\$
State	\$	300	200	50	1,200	1,750
Local/Other	\$	\$	\$	\$	\$	\$
Total	\$	300	200	50	1,200	1,750

\*\*Explain "Study/Other" phase, if used:

**STATE AND LOCAL/OTHER FUNDING:**

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?

(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



**DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**New Project Application Form**

Revised 01/07/00

ID # 13

(Type in the space provided.)

**PROJECT DEVELOPMENT HISTORY:** (Put an "x" in front of all that apply.)

☒ Management Systems Analysis  
MIS/Corridor Study  
Feasibility/Needs Study  
County Capital Planning Process  
Other (explain)

☒ DOT Staff  
Transit Operator Staff  
County Staff  
DVRPC Staff

What evidence of **local support** currently exists for the project (city/county plan/budget, etc.)?

**IMPROVEMENT CATEGORY:** (Put an "x" in front of the most applicable category.)

**Highway Projects**

☒ Bridge (Rehabilitation/Reconstruction)  
Roadway/Intersection  
Roadway/Intersection Flow (Signals/Channelization)  
Minor Roadway/Intersection Capacity

Major Roadway Capacity  
Safety  
Other (explain)

**Transit Projects**

Rail System Maintenance/Restoration/Reconstruction  
Bus System Maintenance/Restoration/Reconstruction  
Rail Facilities Improvements  
Bus Facilities Improvements

Vehicle Purchase/Lease  
New Facilities or Services  
Mandates (EPA, FRA, ADA)  
Other (explain)

**Other Projects**

Intermodal/TDM  
Bicycle  
Pedestrian  
Air Quality

Transportation Enhancement  
Planning Study  
Other (explain)

**ENVIRONMENTAL FACTORS:**

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

☒ Categorical Exclusion

Environmental Assessment

Environmental Impact Statement

What environmental review work has been completed to date?

NONE

**ADDITIONAL INFORMATION:**



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

MIPMS # 14206

COUNTY: CHESTER

PROJECT TITLE: YELLOW SPRINGS ROAD BRIDGE

PROJECT LOCATION: BRIDGE OVER PICKERING CREEK

MUNICIPALITIES: WEST PIKELAND TWP.

**DESCRIPTION OF IMPROVEMENT:** (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

REPLACE BRIDGE OVER PICKERING CREEK  
BMS# 15 1024 0050 0817  
POSTED BRIDGE

**PROJECT SPONSOR** (DVRPC Member Agency):

**CO-SPONSOR:** (Optional): PA DOT

**ESTIMATED PROJECT COST/SCHEDULE:** (by phase showing year and source of funds)

(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	240 \$	160 \$	40 \$	880 \$	1320 \$
State	\$	60 \$	40 \$	10 \$	220 \$	330 \$
Local/Other	\$					
Total	\$	300 \$	200 \$	50 \$	1,100 \$	1,650 \$

\*\*Explain "Study/Other" phase, if used:

**STATE AND LOCAL/OTHER FUNDING:**

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?

(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

## PROJECT DEVELOPMENT HISTORY: (Put an "x" in front of all that apply.)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Management Systems Analysis | <input checked="" type="checkbox"/> DOT Staff |
| MIS/Corridor Study  | Transit Operator Staff                        |
| Feasibility/Needs Study   | County Staff                                  |
| County Capital Planning Process                                 | DVRPC Staff                                   |
| Other (explain)   |   |

What evidence of local support currently exists for the project (city/county plan/budget, etc.)?

## IMPROVEMENT CATEGORY: (Put an "x" in front of the most applicable category.)

### Highway Projects

- |  |                        |
|--|------------------------|
| <input checked="" type="checkbox"/> Bridge (Rehabilitation/Reconstruction) | Major Roadway Capacity |
| Roadway/Intersection   | Safety                 |
| Roadway/Intersection Flow (Signals/Channelization)                         | Other (explain)        |
| Minor Roadway/Intersection Capacity  |                        |

### Transit Projects

- |  |                            |
|--|----------------------------|
| Rail System Maintenance/Restoration/Reconstruction | Vehicle Purchase/Lease     |
| Bus System Maintenance/Restoration/Reconstruction  | New Facilities or Services |
| Rail Facilities Improvements                       | Mandates (EPA, FRA, ADA)   |
| Bus Facilities Improvements                        | Other (explain)            |

### Other Projects

- |                |                            |
|----------------|----------------------------|
| Intermodal/TDM | Transportation Enhancement |
| Bicycle        | Planning Study             |
| Pedestrian     | Other (explain)            |
| Air Quality    |                            |

## ENVIRONMENTAL FACTORS:

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

- |   |                          |                                |
|---|--------------------------|--------------------------------|
| <input checked="" type="checkbox"/> Categorical Exclusion | Environmental Assessment | Environmental Impact Statement |
|---|--------------------------|--------------------------------|

What environmental review work has been completed to date?

NONE

## ADDITIONAL INFORMATION:



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

MPMS # 14055

COUNTY: CHESTER

PROJECT TITLE: COPE'S BRIDGE ~~BRIDGE~~ ON STRASBURG ROAD (PA 162)

PROJECT LOCATION: BRIDGE OVER E. BRANCH BRANDYWINE CREEK

MUNICIPALITIES: EAST & WEST BRADFORD TOWNSHIPS.

DESCRIPTION OF IMPROVEMENT: (Type in the general scope of work, if known; otherwise, describe the type of preliminary engineering investigation to be conducted and the possible alternatives to be considered. Include a brief explanation of the problem which generated the need for this project.)

REPLACE BRIDGE OVER E.B. BRANDYWINE CR.  
BMS # 15 0162 0170 0194  
POSTED BRIDGE

PROJECT SPONSOR (DVRPC Member Agency): PA DOT

CO-SPONSOR: (Optional):

ESTIMATED PROJECT COST/SCHEDULE: (by phase showing year and source of funds)

(Tabs are set. Enter Year as FY200x. Enter costs in thousands of dollars)

Phase	Study / Other **	Preliminary Engineering	Final Design	Rt of Way	Construction	Total
Program Year	FY	2001 FY	2003 FY	LATER FY	LATER FY	
Federal	\$	\$	\$	\$	\$	\$
State	\$	400 \$	300 \$	50 \$	2,000 \$	2,750 \$
Local/Other	\$	\$	\$	\$	\$	\$
Total	\$	400 \$	300 \$	50 \$	2,000 \$	2,750 \$

\*\*Explain "Study/Other" phase, if used:

STATE AND LOCAL/OTHER FUNDING:

If State funds are proposed for this project, has the DOT accepted it as a candidate for funding?

(Put an "x" in front of one.) ☒ Yes ☐ No

If Local/Other funds are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP) New Project Application Form

Revised 01/07/00

ID #13

(Type in the space provided.)

## PROJECT DEVELOPMENT HISTORY: (Put an "x" in front of all that apply.)

☒ Management Systems Analysis  
MIS/Corridor Study  
Feasibility/Needs Study  
County Capital Planning Process  
Other (explain)

☒ DOT Staff  
Transit Operator Staff  
County Staff  
DVRPC Staff

What evidence of local support currently exists for the project (city/county plan/budget, etc.)?

## IMPROVEMENT CATEGORY: (Put an "x" in front of the most applicable category.)

### Highway Projects

☒ Bridge (Rehabilitation/Reconstruction)  
Roadway/Intersection  
Roadway/Intersection Flow (Signals/Channelization)  
Minor Roadway/Intersection Capacity

Major Roadway Capacity  
Safety  
Other (explain)

### Transit Projects

Rail System Maintenance/Restoration/Reconstruction  
Bus System Maintenance/Restoration/Reconstruction  
Rail Facilities Improvements  
Bus Facilities Improvements

Vehicle Purchase/Lease  
New Facilities or Services  
Mandates (EPA, FRA, ADA)  
Other (explain)

### Other Projects

Intermodal/TDM  
Bicycle  
Pedestrian  
Air Quality

Transportation Enhancement  
Planning Study  
Other (explain)

## ENVIRONMENTAL FACTORS:

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

☒ Categorical Exclusion

Environmental Assessment

Environmental Impact Statement

What environmental review work has been completed to date?

NONE

## ADDITIONAL INFORMATION:





**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515

ID # 14

Telephone: (215) 592-1800  
Fax: (215) 592-9125  
[www.dvrpc.org](http://www.dvrpc.org)

June 22, 2000

Mr. Charles Dougherty  
Delaware Valley Regional Planning Commission  
111 S. Independence Mall East  
Philadelphia, PA 19106

Dear Mr. Dougherty:

Attached, please find a new project application form to implement Intelligent Transportation Systems (ITS) Institutional Coordination technology to be considered for inclusion in the Delaware Valley Regional Planning Commission's (DVRPC) Fiscal Year 2001-2004 Transportation Improvement Program (TIP).

This is a phased concept to implement a technology for institutional coordination of ITS in the Delaware Valley. This project provides the region's ITS stakeholders with opportunities to share and disseminate information on travel conditions and coordinate the regional deployment of ITS systems in the Delaware Valley. DVRPC staff has presented this project to the executive staff at PennDOT, and NJDOT. The project was endorsed by the Delaware Valley ITS Coordinating Council, a policy level body representing the region's ITS stakeholders, and will be sent to the DVRPC Board for inclusion in the region's Long Range Plan. This project is consistent with US DOT's National ITS Architecture and with the Delaware Valley's Regional ITS Architecture.

If you need any further information, please contact me.

Sincerely,

Donald S. Shanis, Ph.D.  
Associate Director  
Transportation Planning



ID #14

# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form (Form Revised 01/07/00)

(Type in the space provided.)

COUNTY: Regionwide

PROJECT TITLE: ITS Institutional Coordination (PRIMIS)

PROJECT LOCATION: Region

MUNICIPALITIES: Various

**DESCRIPTION OF IMPROVEMENT:** This three-phase project implements a Philadelphia Regional Integrated Multi-modal Information Sharing (PRIMIS) concept to provide a framework for institutional coordination of ITS in the Delaware Valley. This framework provides the region's ITS stakeholders opportunities to share and disseminate information on travel conditions and coordinate the regional deployment of ITS systems in the region.

The first phase is envisioned as an initial low-tech, non capital intensive approach to building the relationships among the stakeholders necessary for effective coordination. In this phase, DVRPC will establish and provide staff support for a formal ITS committee composed of the region's ITS stakeholders. This phase applies a proactive approach to improving the information flow between agencies. Missing linkages between agencies will be identified and this will help to develop better mechanisms or procedures to enhance the communication framework. An extensive list of contact names and phone numbers will be prepared by DVRPC and provided to all the stakeholders. The ITS committee will also be involved in creating an outreach program where they would sponsor workshops, agency tours and training classes. These workshops will be aimed at both the planning and operating agency personnel to obtain a better understanding of the data received from other organizations, discuss mutual problems of data collection, and disseminate sensitive data. The goal of this phase is to improve and enhance the information sharing among ITS stakeholders, increase the number of stakeholders sharing information on travel conditions and provide the necessary training to bring all the stakeholders to at least a minimum technological level. The result will be improved communications.

Phase II represents a concept that utilizes and focuses the I-95 Corridor Coalition's Information Exchange Network (IEN) to facilitate communications using a computer message/digital message system to notify agencies about incidents or unusual conditions that affect them. The information will be used to support coordinated transportation management through a component of the I-95 IEN that is focused on the Delaware Valley. The I-95 IEN will be modified to increase the number of transportation facilities in the Delaware Valley and increase accessibility to the IEN by additional organizations. Workstations will be located at operations/control centers or other designated stakeholder sites. The workstations could be connected to one another via the I-95 Corridor Coalition's wide area network (WAN). Each agency would provide local information via their workstation. The workstations handle the transport of agency data (via the communications network) to a regional server(s) where it is combined with data from other agencies. The regional server(s) then distributes the regional/corridor information to each agency for display on their IEN workstation. Extensive training is envisioned for all personnel operating an IEN workstation.



ID #14

# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form (Form Revised 01/07/00)

(Type in the space provided.)

Phase III represents an enhancement over the IEN by incorporating an interactive database and graphical interface to view congestion levels, incident information, and video feeds from various partners. Besides information sharing, the wide area network will provide a mechanism for operating agencies to confidentially share information and request assistance from each other. From a communications perspective, the interactive database will use internet protocols and off the self software to transmit and store information including graphics, database updates, video feeds, and e-mail messages. At each agency's workstation translation software will merge individual agency databases into the regional database. A website with real-time regional travel information and condition data will be developed and extensive training will be provided for all organizations.

PROJECT SPONSOR (DVRPC Member Agency): PennDOT/NJDOT

CO-SPONSOR: (Optional):

ESTIMATED PROJECT COST/SCHEDULE: (by phase showing year and source of funds)  
( costs in thousands of dollars)

Phase	<u>I</u>	<u>I</u>	<u>II</u>	<u>II</u>	<u>II &amp; III</u>	<u>Total</u>
Program Year	FY2001	FY2002	FY2003	FY2004	Later years	
Federal-PA	\$240	\$240	\$480	\$480	\$12960	\$14400
State-PA	\$60	\$60	\$120	\$120	\$3240	\$3600
Federal-NJ	\$80	\$80	\$160	\$160	\$4320	\$4800
State-NJ	\$20	\$20	\$40	\$40	\$1080	\$1200
Local/Other	-	-	-	-	-	-
Total	\$400	\$400	\$800	\$800	\$21600	\$24000

### STATE AND LOCAL/OTHER FUNDING:

If **State funds** are proposed for this project, has the DOT accepted it as a candidate for funding?  
(Put an "x" in front of one.) ☒ Yes ☐ No

If **Local/Other funds** are proposed for this project (county, municipal, private sector, or other), which jurisdiction or entities will provide the funding?



# DVRPC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## New Project Application Form

(Form Revised 01/07/00)

ID #14

(Type in the space provided.)

### PROJECT DEVELOPMENT HISTORY: (Put an "x" in front of all that apply.)

Management Systems Analysis	DOT Staff
MIS/Corridor Study	Transit Operator Staff
Feasibility/Needs Study	County Staff
County Capital Planning Process	X DVRPC Staff
X Other (explain)	

DVRPC has been working with many of the ITS stakeholders through the Delaware Valley ITS Coordinating Council and the Delaware Valley ITS Technical Task Force (TTF) to develop a Regional ITS Architecture which is consistent with the National ITS Architecture. The framework for implementing a Philadelphia Regional Integrated Multi-modal Information Sharing (PRIMIS) concept was developed with extensive input from the Technical Task Force. The proposal was presented to the executive staff at PennDOT and NJDOT.

What evidence of **local support** currently exists for the project (city/county plan/budget, etc.)?

A presentation was made to the DVRPC Board and there were no negative comments.

### IMPROVEMENT CATEGORY: (Put an "x" in front of the most applicable category.)

#### Highway Projects

Bridge (Rehabilitation/Reconstruction)	Major Roadway Capacity
Roadway/Intersection	Safety
Roadway/Intersection Flow (Signals/Channelization)	Other (explain)
Minor Roadway/Intersection Capacity	

#### Transit Projects

Rail System Maintenance/Restoration/Reconstruction	Vehicle Purchase/Lease
Bus System Maintenance/Restoration/Reconstruction	New Facilities or Services
Rail Facilities Improvements	Mandates (EPA, FRA, ADA)
Bus Facilities Improvements	Other (explain)

#### Other Projects

Intermodal/TDM	Transportation Enhancement
Bicycle	Planning Study
Pedestrian	X Other (explain)
Air Quality	

### Institutional Coordination of ITS

### ENVIRONMENTAL FACTORS:

What level of environmental review will likely be necessary? (Put an "x" in front of one.)

X Categorical Exclusion      Environmental Assessment      Environmental Impact Statement

What environmental review work has been completed to date?

### ADDITIONAL INFORMATION:





# THE COUNTY OF CHESTER

## COMMISSIONERS:

Karen L. Martynick, Chairman  
Colin A. Hanna  
Andrew E. Dinniman

WILLIAM H. FULTON, AICP  
Executive Director

## PLANNING COMMISSION

Government Services Center, Suite 270  
601 Westtown Road  
P.O. Box 2747  
West Chester, PA 19380-0990  
610-344-6285  
FAX: 610-344-6515



June 19, 2000

Charles Dougherty, Associate Director  
Delaware Valley Regional Planning Commission  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2515

Dear Mr. Dougherty:

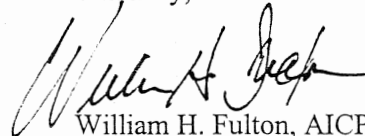
The staff of the Chester County Planning Commission has reviewed the Draft FY 2001-2004 Transportation Improvement Program (TIP). The following are revisions we are requesting for two projects in Chester County.

We request that **TIP# 6907** (PA 100: Eagle Bypass) from the FY 1999-2002 TIP be replicated in the FY 2001-2004 TIP. Although 100 percent local funds will complete Phase I of the project over the next four years, we feel it is necessary for it to remain on the TIP. This project has strong municipal momentum and legislative support.

We request that the following be added to the project description for **TIP# 6719** (PA 41: Delaware State Line to PA 926). *Actual cost estimates for construction will be determined with the completion of the Environmental Impact Statement (EIS). The value expressed in the "Later Fiscal Years (FYs)" is not a commitment, nor an allocation, nor a decision on an alternative. The cost estimates for the construction phase serve more as a public notice of potential costs for future budgetary purposes.*

If you have any questions regarding the above comments, please contact Lee Whitmore at 610-344-6285.

Sincerely,



William H. Fulton, AICP  
Executive Director

WHF/LIW/kp

cc: Greg Brown, PennDOT

Karen Martynick, Chester County Commissioner  
Colin Hanna, Chester County Commissioner



# Delaware Valley Goods Movement Task Force

Data Subcommittee

Planning Subcommittee

Shippers Subcommittee

Delaware Valley Regional Planning Commission

March 31, 2000

FY 2001 TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106

Attn.: Mr. Charles Dougherty

Dear Mr. Dougherty:

On behalf of the Delaware Valley Goods Movement Task Force's Planning Subcommittee, thank you very much for permitting many members of the Task Force the advanced opportunity to review the candidate new projects from the preliminary draft working editions of the New Jersey and Pennsylvania highway program portions of the FY 2001 Transportation Improvement Program (TIP). As you know, the Planning Subcommittee takes its periodic review of the TIP very seriously and has been performing this function on behalf of the local goods movement community for the past several years.

The following comments regarding the candidate new projects are offered from the perspective of emphasizing the goods movement aspects of the TIP and of maintaining the region as an international freight center. The comments about the project sets result from a meeting of the Planning Subcommittee (in conjunction with the Data and Shippers Subcommittees and the Traffic Club of Philadelphia), discussions with DVRPC member government representatives (i.e., the state departments of transportation, the cities, and the counties), and DVRPC staff research. These comments will be summarized for the full Delaware Valley Goods Movement Task Force at its April 12, 2000 meeting.

1. Several of the candidate highway improvements which are noted below will spur economic activity and goods movement in the region. It is suggested that these projects, which can be regarded as the Goods Movement Task Force's priority new TIP projects, be packaged together and promoted by DVRPC to demonstrate the region's use of transportation funding for economic development and freight transportation purposes.
2. The proposed truck climbing lane on **Route 232** (#B06) in Wrightstown Township, Bucks County will greatly benefit quarry-related truck traffic, safety, and traffic flow in the corridor.



3. Construction of the **French Creek Parkway** (from PA 113 to Bridge Street in Chester County) (#C01) is an important ingredient in the redevelopment of the former Phoenix Steel site. More than 5,000 jobs may be created in this mixed use development. The resultant development will generate significant demand for freight services, and bolster population and consumer demand in the Phoenixville area.
4. **The I-95/US 322 Interchange Improvement Study** (#D23, Delaware County) should include explicit consideration of the nearby CSX Twin Oaks automobile terminal. The Twin Oaks facility is a large truck trip generator, is served by a National Highway System connector (i.e., Bethel Road), and has been a part of DVRPC's intermodal management system (IMS) work.
5. **The Lloyd Street Bridge Replacement** (#D21) and **Chester City Access Improvements** (#D25, Delaware County) are vital projects. They can capitalize on the widening of the Industrial Highway (PA 291), further spur economic activity in Chester, and reinforce efforts to fulfill Chester's designation as a DVRPC *Revitalized Center*. (Note: DVRPC is also currently performing an *I-95 Access Study in the Chester Area—Phase 1*.)
6. The removal of the **PA 29** bridge and overpass filling at the rail line in Pennsburg and Red Hill Boroughs (#M01, Montgomery County) could prevent future use of the rail line south of where it currently operates. The Penn Eastern Rail Line from Emmaus (Lehigh County) now ends in Pennsburg. It is strongly recommended that it be confirmed that there is no potential future reuse of this line for rail freight shipping purposes and that the line is, in fact, formally abandoned. Furthermore, it is recommended that all future candidate TIP projects be *red-flagged* when they entail severing a rail line and that these potential projects be brought to the attention of the Delaware Valley Goods Movement Task Force.
7. Two projects in Montgomery County will facilitate more intensive commercial uses of riverfront areas along the Schuylkill River. They are: the road extension of **Lafayette Street** in Norristown (#M05), and the **Keystone Boulevard** (#M09) new roadway in Pottstown.
8. A primary objective of the **Upper Perkiomen Industrial Access Project** (#M07, Montgomery County) is improved truck access.
9. The Pennsylvania Turnpike ramp modifications at the **Lansdale Interchange** (#M16, Montgomery County) are a necessary part of overall improvements for facilitating truck movements to and from economic activity located near the interchange. The Planning Subcommittee wishes to emphasize the sensitive nature of ramp geometry for accommodating truck movements and urges the careful use of adequate design standards for all future ramp projects.
10. The retention of a **Design Review Manager for I-95** (#P23, Philadelphia and Bucks County) is critical. I-95 is one of the most important highways for commercial traffic in the region and it was recently recognized in the Commonwealth of Pennsylvania's



Statewide Long Range Transportation Plan (Corridor 1: The Delaware River Intermodal Corridor). Designating a design review manager can help speed improvements to I-95 and provide project consistency.

11. In Philadelphia, another important project which should be added to the candidate project list is the **Delaware Avenue Extension** from Richmond Street to Allegheny Avenue. This improvement would better serve truck traffic flows along Delaware Avenue and it would also afford an elongated detour route to I-95.
12. The construction of the **Haines Industrial Park** (#891) in Florence Township (Burlington County) is a major economic development project which will require highway access improvements. The related construction of a new interchange of the New Jersey Turnpike and US 130 is nearly completed.
13. **Route 55** interchange improvements at Deptford Center Road (#9332, Deptford Township, Gloucester County) will greatly facilitate traffic flows and commercial activity in the Deptford Mall area.
14. For informational purposes, it is noted that a comprehensive traffic study of **US 322** (from the Commodore Barry Bridge to Route 55) is underway by Gloucester County, New Jersey DOT, and others. The study is expected to yield projects for future TIP updates that will facilitate the flow of goods and people in the corridor.
15. The **Duck Island Remediation** project (#99334, Hamilton Township, Mercer County) will finance necessary improvements to this active landfill.

Finally, I would like to take this opportunity remind the relevant entities from the freight community to continue to work closely with the DVRPC member governments to ensure that the Congressionally-mandated projects found on the existing TIP are advanced in a timely fashion. These projects include: North Delaware Avenue New Roadway (#9740), Philadelphia Naval Shipyard Access (#9748), Tioga Marine Terminal Gate Improvements (#9749), and CSX Trenton Line Clearance Improvements (#0564).

Thank you very much for the opportunity to provide these comments on the candidate TIP projects and for continuing to incorporate goods movement planning considerations into the TIP development process.

Sincerely,

Kelvin MacKavanagh  
Chair, Planning Subcommittee  
Delaware Valley Goods Movement Task Force





## DELAWARE COUNTY PLANNING DEPARTMENT

COURT HOUSE/GOVERNMENT CENTER  
201 W. Front St. Media, PA 19063

### COUNCIL

WALLACE H. NUNN  
CHAIRMAN

JOHN J. MCFADDEN  
VICE CHAIRMAN

KATHRYNANN W. DURHAM  
TIM MURTAUGH  
ANDREW J. REILLY

**Office Location:** Toal Building, 2<sup>nd</sup> & Orange Sts., Media, PA 19063  
Phone: (610) 891-5200 FAX: (610) 891-5203

JOHN E. PICKETT, AICP  
DIRECTOR

June 15, 2000

Mr. Charles Dougherty  
Associate Director  
Transportation Planning Division  
Delaware Valley Regional Planning Commission  
The Bourse Building, 8<sup>th</sup> Floor  
111 South Independence Mall East  
Philadelphia, Pennsylvania 19106-2582

Dear Mr. Dougherty:

I am writing to comment on the draft FY 2001-2004 Transportation Improvement Program for Pennsylvania. Delaware County fully supports the projects that are in Delaware County, especially high priority projects such as Route 291 in Chester, Route 322 Conchester Road, Route 252 at the Rose Tree Tavern, Elwyn to Wawa Rail Improvements, and Media/Sharon Hill Trolley Grade Crossing Improvements.

I have the following comments to offer so the draft TIP can be revised prior to DVRPC Board action:

1. Route 202 (Section 100) is listed under Chester County but not Delaware County. This project is approximately half in Chester County and half in Delaware County. It would make sense to include the same project under Delaware County and to split up the funding between the two counties appropriately. If the cost split cannot be approximated at this time, then leave all the costs in Chester County with a note in the Delaware County project referencing the cost under Chester County. The Delaware County municipalities in which the project is located are Chadds Ford, Concord, Thornbury, and Bethel Townships.
2. We endorse PennDOT District 6-0's proposal to revise the limits of TIP project 7897, a Baltimore Pike signal improvement project. The western limit should be changed to Bishop Avenue. The description should be changed to "Traffic Signal Interconnection" from "Corridor Optimization."
3. We endorse PennDOT District 6-0's proposal to consolidate the Chester Pike and MacDade Boulevard signal improvements. Project 7896, Chester Pike Morton Avenue to 11<sup>th</sup> Street, should incorporate projects D02 (US 13, Sharon

ID #17





ID # 17

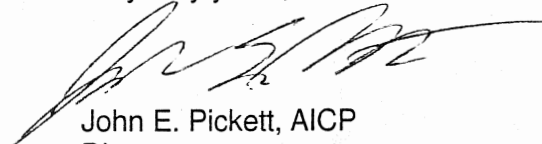
Mr. Charles Dougherty  
June 13, 2000  
Page 2

Hill Closed Loop) and D26 (MacDade Blvd. Closed Loop). These latter two projects should be dropped from the TIP. Project 7896's name should be changed to US 13 Chester Pike/MacDade Boulevard, the limits should be Morton Avenue to Wycombe Avenue, the description should be Traffic Signal Interconnection, and the costs should be revised to reflect the new limits, with elimination of the local share that was in D02 and D26. The detailed description should include reference to the ability of SEPTA buses to preempt adjacent signals when exiting the Darby bus terminal from the proposed exit driveway onto MacDade Boulevard (see project D26 description).

4. We endorse PennDOT District 6-0's proposal to combine projects 7883 and D23 (Highland Avenue Extension and I-95/US 322 Interchange Improvement). These two projects overlap and construction of the Highland Avenue Extension in its originally-proposed location is no longer feasible. The new project could be titled I-95/Conchester Highway Access Study. The boundaries of the study area would likely be I-95, US 322/Conchester Highway, Concord Road, Duttons Mill Road, and PA 452/Pennell Road. The boundaries will be determined by PennDOT District 6-0 in conjunction with DCPD and local governments. The purpose of the study would be to recommend solutions for (1) improving access to I-95 and US 322 from 3 industrial parks north of I-95 and the CSX Twin Oaks Automobile Intermodal Facility and (2) providing a safer interchange of I-95 and US 322 Conchester Highway.
5. The description of project 7885 (US 13 Signal Modernization) should be expanded to include 3 signals on Kerlin Street in the three blocks adjacent to US 13 between US 13 and I-95. This will greatly improve traffic flow on Kerlin Street, US 13, and the ramps getting on and off of I-95.
6. In the description of project D15 (Convent Road), the words "County-owned" should be inserted after "The existing" in the first line.

Thank you for your consideration of these comments. If you have any questions, please contact me or Thomas P. Shaffer, Manager of Transportation Planning.

Very truly yours,



John E. Pickett, AICP  
Director



**Judy Barnet**

**From:** John Dawson [jdawson@dvrpc.org]  
**Sent:** Friday, May 26, 2000 10:00 AM  
**To:** jbarney@dvrpc.org  
**Cc:** cdougherty@dvrpc.org  
**Subject:** FY01 TIP

You may wish to include the following transit projects for inclusion in the TIP:

**Vol. II - New Jersey Subregion**

West Trenton Line Corridor - NJ TRANSIT is completing a conceptual design and an Environmental Assessment (EA) for restoration of service on CSX's West Trenton Line. This service would run between West Trenton (Ewing Twp.), where connections can be made to/from SEPTA R3 trains, and Newark. This non-electrified line would join NJ TRANSIT's Raritan Valley Line in Bridgewater Twp. (Somerset County) and continue northeastward to Newark. Planning is under the auspices of the North Jersey Transportation Planning Agency, but since it is proposed to serve four stations in Mercer County [West Trenton, Route I-95, Marshall's Corner, and Hopewell], it should probably be included in our TIP as well. To date, Congress has appropriated \$2.48M in New Start funds for the project. It is expected that the EA should be completed by July 2000.

**Vol. III - Pennsylvania Subregion**

Roosevelt Boulevard Corridor - The Philadelphia City Planning Commission, in conjunction with SEPTA, is conducting a Transportation Investment Study (TIS) for extending rail transit service to northeastern Philadelphia. Funding for the study was provided through FHWA's Surface Transportation Program under its Urban Area Allocation.

Quakertown/Stony Creek Rail Restoration - The Bucks County Planning Commission, in conjunction with the Montgomery County Planning Commission, SEPTA, and DVRPC, is examining the feasibility of restoring rail passenger service to the Quakertown [Shelly (Richland Twp.) to Lansdale] and Stony Creek [Lansdale to Norristown] branches. The study has been funded through an FTA Technical Study Grant.







**Comments from Citizens, Organizations,  
Municipalities, and Elected Officials**







ID #19

# CHALFONT BOROUGH

## PUBLIC WORKS

Phone (215) 997-2640

### FACSIMILE COVER SHEET

TO: "TIP" COMMENTS  
COMPANY: DVRPC PUBLIC AFFAIRS OFFICE  
FAX NUMBER: (215) 592-9125  
SUBJECT: CHALFONT BOROUGH ROAD IMPROVEMENTS  
NUMBER OF PAGES (Including this page) 1  
OUR FAX NUMBER: (215) 997-5943  
DATE SENT: 6 / 21 / 00 TIME SENT: 330 PM  
FROM: J. MICHAEL BISHOP - ROAD MASTER

Special notes or instructions: MY 20 YEAR EMPLOYMENT WITH THE  
BOROUGH HAS PROVIDED ME WITH EXCELLENT INSIGHT  
INTO THE TRAFFIC CONGESTION IN THIS COMMUNITY AND  
SOLUTIONS TO EASE IT. ALONG WITH THE PROPOSED BY-  
PASS THERE ARE LESS EXPENSIVE AND LOGICAL PROJECTS  
THAT SHOULD HAVE BEEN COMPLETED YEARS AGO. THEY NOW  
NEED TO BE INCLUDED IN THE 2001-2004 TIP. :

1) BRISTOL RD EXTENSION (RT 202 TO PARK AVE.)

2) SIGNALIZATION AT PARK AVE, MAIN ST. AND SUNSET AVE.

3) RIGHT TURN LANE AT BRISTOL RD / RT. 202

4) WIDEN RT. 202 AND CREATE RIGHT TURN LANE AT MAIN ST. (RT 152)

5) REPLACE SUB-STANDARD BRIDGE ON RT 202 OVER WEST BRANCH OF  
NESHAMINY CREEK, WITH 3 LANE BRIDGE.

6) WIDEN RT. 202 WHEREVER POSSIBLE

7) IMPROVE SIGNALIZATION / TIMING WITHIN BOROUGH

THANK YOU

*JB*





NEWTOWN TOWNSHIP

100 MUNICIPAL DRIVE  
NEWTOWN, PA 18940

ID #20

June 19, 2000

Charles D. Dougherty, Associate Director  
Delaware Valley Regional Planning Commission  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2515

Dear Mr. Dougherty:

Subject: FY 2001-2003 TIP – Draft for Public Comment (TIP #B09; MPMS #57628)  
Sycamore Street, Newtown Township, Bucks County

On behalf of Newtown Township, I wish to thank you for the Commissions' inclusion of our Sycamore Street project on the 2001-2003 Draft TIP. Newtown Township is actively pursuing its design obligation and looks forward to the transformation of Sycamore Street.

We did note construction funding for the project is slated for FY 2003. At this time, we believe we will be ready at least a year earlier. Should you see fit to accelerate the funding in the TIP, please do so.

Again, thank you for your assistance.

Very truly yours,

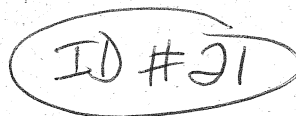
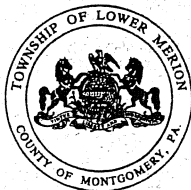
NEWTOWN TOWNSHIP BOARD OF SUPERVISORS

Raymond W. Goodnoe, Chairman

JAL/RWG:dp

cc: Cornell Hopkins, Township Manager, Newtown Township  
Del Purscell, Chairman, Sycamore Street Committee  
Vincent Lombardi, Member, Newtown Township Board of Supervisors  
David Johnson, Bucks County Planning Commission  
Robert R. Larason, P.E., Director, Carroll Engineering Corporation  
Kenneth R. Yerger, Jr., P.E., Vice President, Carroll Engineering Corporation  
Jeffrey A. L'Amoreaux, P.E., Carroll Engineering Corporation





June 22, 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building - 8th Floor  
111 S. Independence Mall East  
Philadelphia, PA 19106-2515

**Re: Draft DVRPC FY 2001-04 Transportation Improvement Program/  
PADOT First Four Years of the 12-Year Transportation Program**

Dear Mr. Dougherty:

Thank you for providing the opportunity to comment on the referenced draft program. We are pleased that many of Lower Merion Township's capital needs will be addressed within the next four years. I would like to take this opportunity to encourage the addition of one additional economic development-related project that was submitted last December for your consideration - the Rock Hill Road and Belmont Avenue Corridor Improvement project.

Located adjacent to a regional highway, this is a critical gateway poised for resurgence. Presented with significant market pressures, the Township recently undertook a detailed urban design/planning study to analyze the specific effects of potential new commercial development upon the existing infrastructure. Several capital improvements are needed to mitigate existing traffic congestion, add capacity for future growth and economic development, enhance environmental conditions and improve community amenities. These include:

- Upgraded traffic signals and intersection widening to provide auxiliary lanes at two intersections,
- The widening of Rock Hill Road and Belmont Avenue to provide additional through lanes, bicycle lanes, sidewalks and streetscape improvements, and
- Modification of the existing I-76 and railroad overpasses to facilitate additional lanes on Belmont Avenue in the vicinity of the I-76 interchange.

Funding levels are recommended as follows:

Description	Local Share	PennDOT Share	Total
Design	\$1.7 million	\$-0-	\$1.7 million
Right-of-Way	\$1.3 million	\$-0-	\$1.3 million
Construction	\$1.3 million (20%)	\$5.2 million (80%)	\$6.5 million
<b>Total</b>	<b>\$4.3 million</b>	<b>\$5.2 million</b>	<b>\$9.5 million</b>



ID #21

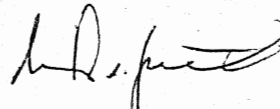
The local share for this project will be provided through the adoption of a transportation services area district, where developers pay assessments based upon the square footage of new development. Because of the current market pressure for development in this area, PennDOT funding in 2002-2004 is essential. Otherwise, the Township will miss the opportunity to take advantage of the significant private sector contributions envisioned through this public/private funding initiative. Attached is an excerpt from the study that provides additional details.

I would also like to bring to your attention what we believe are two errors.

1. **Project/TIP #8436 - Greenwood Ave. Bridge.** This project is listed as being in Lower Merion Township. This appears to be incorrect. We know of no such bridge in Lower Merion.
2. **Project/TIP #8695 - River Road Bridge.** This project is listed as being in Upper Merion Township. This appears to be incorrect. We believe that the River Road Bridge over Mill Creek listed in the draft Transportation Program is actually located in Lower Merion Township.

Thank you for your consideration of this additional request. Should you have any questions or require additional information, please feel free to contact James T. Stevenson, our Economic Development Specialist at (610) 645-6184.

Sincerely,



David C. Latshaw  
Township Manager

Attachment

DCL:jl

cc: Lower Merion Township Board of Commissioners  
The Hon. Richard A. Tilghman, PA Senator  
The Hon. Lita I. Cohen, PA Representative  
Frederic M. Wentz, Esq., State Transportation Commission  
Leo D. Bagley, Associate Director, Montgomery County Planning Commission  
James T. Stevenson, Economic Development Specialist  
Donald K. Cannon, Director of Public Works



# Rock Hill Road / Belmont Avenue Corridor Master Plan

ID #21

## Estimated Costs

	Smart Growth
Intersection - Conshohocken State Road and Rock Hill	\$ 942,000*
Rock Hill Road Improvements	\$1,360,000
Intersection - Rock Hill and Belmont	\$ 320,000**
Belmont Avenue and Rail Bridge	\$5,604,000***
Streetscape - entire study area (tree planting, lighting, landscaping & furnishing)	\$ 660,000
<b>Sub-Total</b>	<b>\$8,886,000</b>
Contingency - 5% of total costs****	\$ 444,300
<b>Total</b>	<b>\$9,330,300</b>

Construction costs for each area and streetscape costs include an engineering survey and design work

\* Includes \$322,000 for acquisition of residential property

\*\* Includes \$90,000 for necessary acquisition at intersection

\*\*\*Includes \$874,000 for acquisition of east side of Belmont Road - (all acquisition costs based on \$1,000,000 per acre)

\*\*\*\*To cover potential relocation costs, value of business, etc.

## Trip Generation

		Trips/day
Existing Square Footage	415,570	4,565 (Based on 11 trips / 1,000 sq. ft.)
Smart Growth - Estimated Sq. Ft.	350,000	
Net Increase - Smart Growth	708,120*	3,212 new trips

\* net increase accounts for existing square footage that will be replaced by new development

## Smart Growth Funding Equation

Existing Development	Trip Net Increase - 3,212	= 41% Funding of total project cost by Transportation Service Area - \$3,825,423
Total existing trips - 4,565	Total trips - 7,777	

## Funding - Smart Growth

	TSA	Federal / State
Intersection - Conshohocken State Road and Rock Hill	\$ 386,220	\$ 555,780
Rock Hill Road Improvements	\$ 557,600	\$ 802,400
Intersection - Rock Hill and Belmont	\$ 131,200	\$ 188,800
Belmont Avenue and Rail Bridge	\$2,297,640	\$3,306,360
Streetscape - Entire Study Area	\$ 270,600	\$ 389,400
Contingency	\$ 182,163	\$ 262,137
	<b>\$3,825,423</b>	<b>\$5,504,877</b>

• 41% overall costs

• 59% overall costs

• Includes drainage widening, street improvements and all improvements within right-of-way

• Includes improvements for sidewalks and a new bicycle lane totalling \$117,200

• Requires a \$11.00\* contribution per square foot of new development with an anticipated 350,000 sq. ft. increase - \* Acceptable contribution by developers per market conditions



June 23, 2000

To: TIP Comments  
DVRPC Public Affairs Office

Sub: Draft DVRPC FY2001-04 Transportation Improvement Program/  
PADPT First Four Years of the 12-Year Transportation Program

From: State Representative Connie Williams  
149th Legislative District

The following are areas of concern in the municipalities of the 149th Legislative District

**Upper Merion Township**

Sound barriers on North side of Schuylkill Expressway: The residents of Weadleytown Road and Weadley Road on the north side of the Schuylkill Expressway have expressed concern that no sound barriers on their side of the expressway are included in the current project for barriers on the south side in the Bob White Farms area. I ask that every consideration be given to sound barriers on the north side for the short distance near Weadley and Weadleytown roads that this project would entail.

**West Conshohocken**

Route 23 and Balligomingo Rd. Intersection: This project to realign the referenced intersection is of great importance to the residents of West Conshohocken, as well as to those motorists who use these roads on a daily basis. Everyone is pleased that the project is scheduled for the near future. The potential for accidents is very high in the current configuration. The sooner this project can be completed, the safer everyone will be.

I-476 from Chemical Rd to I-76; reconstruction: The reconstruction of I-476 is an opportunity to install sound barriers along the residential sections in West Conshohocken. I, along with the residents of West Conshohocken, ask that sound barriers be included in this project.



June 22, 2000  
DVRPC Public Affairs Office  
P.2

### **Lower Merion**

Route 30 and Haverford Station Road: The proposed widening of this intersection is of great concern to the residents and businesses. A comprehensive traffic study regarding this area is near completion. I would hope that no decision would be made before this study can be reviewed. In addition, since the speed limit on this section of Rt.30 has been reduced from 35 mph to 25 mph, the number of accidents has decreased.



ID # 22

June 23, 2000

To: TIP Comments  
DVRPC Public Affairs Office

Sub: Draft DVRPC FY 2001-04 Transportation Improvement Program

From: State Representatives Connie Williams  
149<sup>th</sup> Legislative District

I would like to include the following concerns for the draft program



ID #22

**TOWNSHIP  
OF  
LOWER MERION**

MONTGOMERY COUNTY



TOWNSHIP ENGINEER

75 E. Lancaster Ave.  
Ardmore, Pa. 19003-2376  
Telephone: (610) 649-4000  
TDD: (610) 645-6277

LOWM 0800-157.10

December 30, 1999

**WRITTEN TESTIMONY FOR THE  
2000-2012 TWELVE YEAR TRANSPORTATION PROGRAM  
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY PROJECTS**

Lower Merion Township is a community of 58,000 residents and assorted businesses located northwest of the City of Philadelphia. The Township occupies a land area of 24 square miles with over 250 miles of public roads of which 84 % are Township Roads. In addition, the Township is traversed by four (4) major rail lines. Included in this major transportation network are many of the Delaware Valley's most critical and heavily traveled transportation arteries including:

- Schuylkill Expressway (I-76)
- Mid-County Expressway (Blue Route, I-476)
- City Avenue (U.S. Route 1)
- Lancaster Avenue (U.S. Route 30)
- Conshohocken State Road (State Route 23)
- Haverford Avenue (State Route 3044)
- Belmont Avenue (State Route 3045)
- Spring Mill Road (State Route 320)
- AMTRAK's New York to Chicago Main Line
- SEPTA's Ivy Ridge Line
- SEPTA's Philadelphia and Western Line - Red Arrow
- Norfolk Southern Railroad (formerly Conrail's Main Line)

Although certainly beneficial to the Township's residents, this extensive transportation network, in particular the major north/south and east/west arteries, provides significant benefit to the entire Delaware Valley. The costs to Township residents, however, extend far beyond the obvious financial burden and include the detrimental effects of air and noise pollution, increased stormwater runoff, traffic congestion and the associated police burden. Without the continued financial support of the state and federal governments in maintaining and upgrading the roads and bridges that are integral to this transportation network, the residents of Lower Merion Township will be subject to a disproportionate share of this burden. Given the present demands on tax revenues at all levels of government, any increase in burden at the Township level will most certainly be difficult to fund out of local taxes and may result in a deterioration of current conditions.

We are especially concerned about the current condition, funding, and scheduled replacement of three (3) key bridges over AMTRAK's New York to Chicago Main Line that bisect the Township along an east-west axis. These bridges, all of which are located in areas of intense residential and commercial development, are critical transportation elements linking the north and south segments of the community divided by this formidable physical barrier. Since the demise of the Penn Central Railroad in 1970, the financial responsibility for many infrastructure components has fallen to the taxpayer. The replacement



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of these bridges have higher than normal costs because of special railroad insurance and construction requirements, railway electrification modifications, restrictive working conditions, and right-of-way acquisition. In addition, Union Avenue over SEPTA and River Road over Mill Creek are two (2) additional orphan bridges programmed for replacement that are critical elements in the Township's road network and of special concern.

Therefore, we strongly recommend continued support, and in some cases increased funding (based on current estimates) for the following projects:

- Church Road Bridge over AMTRAK's Main Line - Existing Project

This ±70-year old, severely deteriorated steel and concrete bridge carried over 5,000 vehicles per day across AMTRAK's Main Line in the heart of the Ardmore business district. It was constructed using steel girders from another bridge originally constructed in the 1880's. The bridge is severely deteriorated and posted with a 3-ton weight restriction. It serves as a key interconnect between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials. The design phase of this project is nearing completion. Right-of-way acquisition is underway. Letting of a contract for construction is anticipated in late 2000. The funding source for design is 80% state and 20% local. For construction, the current 80% federal, 15% state, and 5% local is recommended. Funding levels are recommended at \$500,000 for design, \$3,000,000 for right-of-way, and \$2,355,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Merion Avenue Bridge over AMTRAK's Main Line - Existing Project

This ±80-year old, severely deteriorated, steel and concrete structure, posted at 10 tons, carries over 6,000 vehicles per day across AMTRAK's Main Line in the Bryn Mawr-Rosemont area of the Township. It serves as a key interconnect between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials. The design phase of this project is nearing completion. Letting of a contract for construction is anticipated in late 2000. The funding source for design is 80% state and 20% local. For construction, the current 80% federal, 15% state, and 5% local is recommended. Funding levels are recommended at \$300,000 for design, \$2,400,000 for right-of-way, and \$2,200,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Pennswood Road Bridge over AMTRAK's Main Line - Existing Project

This ±70-year old steel and concrete bridge carries 3,500 vehicles per day and serves as a link between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area. The design phase of this project is anticipated to begin in 1999 with construction contract letting in 2003. The funding source for design is 80% state and 20% local, and for construction, 80% federal, 15% state, and 5% local. Funding levels are recommended at \$534,000 for design, \$900,000 for right-of-way, and \$4,250,000 for construction in the first



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December 30, 1999

four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Union Avenue Bridge over SEPTA's Ivy Ridge Line - Existing Project

This ±85-year old bridge has serious structural deficiencies resulting in a weight restriction of 5 tons. Union Avenue is located near and parallel to the heavily congested City Avenue (U.S. Route 1). It is often used as an alternate route at peak rush hours. The design phase of this project is underway with construction contract letting anticipated in 2002. The funding source for design is 80% state and 20% local and for construction, 80% federal, 15% state, and 5% local. Funding levels are recommended at \$280,000 for design, \$250,000 for right-of-way, and \$2,000,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- River Road Bridge over Mill Creek - Existing Project

River Road Bridge was initially inspected by PaDOT in 1985 under the Schuylkill Expressway (I-76) Reconstruction Project. It was found to be seriously deficient and in need of re-decking. A subsequent inspection determined that the substructure has experienced settlement. This, coupled with the overall advanced deterioration of the bridge, resulted in a recommendation to replace the structure. The design phase of this project is underway with construction contract letting in 2001. The funding source for design is 80% state and 20% local, and for construction is 80% federal, 15% state, and 5% local. Funding levels are recommended at \$190,000 for design, \$20,000 for right-of-way, and \$735,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Traffic Signal Closed Loop System, Montgomery Avenue

This project consists of a closed loop traffic signal system for the Montgomery Avenue corridor from City Avenue (U.S. Route 1) to Grays Lane. The project includes 20 intersections over a distance of 4.5 miles with average daily traffic volume (ADT) as high as 20,000 vehicles. This traffic responsive system will link all 20 signals together with a central computer in the Township's Public Safety Building, greatly enhancing the operational efficiency and smooth flow of traffic on this major transportation corridor where there is little opportunity for constructing physical improvements. In addition, this will complement the closed loop system currently under design for Lancaster Avenue (U.S. Route 30). The funding source is approximately 23% local and 77% state, as the Township will provide design and the state will provide construction of the project. Funding levels are recommended at \$300,000, with \$70,000 for design and \$230,000 for construction in the first four (4) years of the Program.

- Natural Gas Vehicle Project

This project consists of the construction of a compressed natural gas fueling station and the acquisition of 72 alternative fueled vehicles. The design phase of the fueling station is completed and the project is in the letting phase. Construction is anticipated in 2000 with acquisition of the



ID #22

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December 30, 1999

vehicles shortly thereafter. The funding source for both design and construction is 80% state and 20% local. Continued funding in the first four (4) years of the Program is recommended. The Township has budgeted its proportional share in its Capital Improvement Program.

- Ardmore Streetscape

This project consists of improvements on Cricket Terrace, Cricket Avenue, Lancaster Avenue (U.S. Route 30), Station Avenue, and Rittenhouse Place in the Ardmore business district. Design is underway. Construction is anticipated in 2000. The funding source is 100% local for design and 80% state and 20% local for construction. Funding levels are recommended at \$563,000 for construction. The Township has budgeted its proportional share.

- Rock Hill Road and Belmont Avenue Corridor Improvements

Resulting from a detailed study prepared by the Township in an effort to mitigate existing traffic congestion, add capacity for future growth and economic development, enhance environmental conditions and improve community amenities, several capital improvements have been outlined within this Township "gateway" area. Improvements include upgraded traffic signals and intersection widening to provide auxiliary lanes at two intersections, widening of Rock Hill Road and Belmont Avenue to provide additional through lanes and streetscape improvements, and modification of the existing I-76 and railroad overpasses to facilitate additional lanes on Belmont Avenue in the vicinity of the I-76 interchange. The funding source for design and construction is anticipated to be 40% local and 60% state, as the local funding will be achieved through the adoption of a transportation service area district. Funding levels are recommended at \$9,500,000, with \$1,700,000 for design, \$1,300,000 for right-of-way, and \$6,500,000 for construction in the first four (4) years of the program. For details regarding the project, see Attachment "A."

All of these projects provide significant benefits that transcend the boundaries of Lower Merion Township.

The Township has in the past and will continue to actively support the Twelve Year Program and its goals to improve safety, enhance mobility, the movement of goods, and the preservation of the transportation system by providing worthy candidates that provide regional as well as local benefits, and by providing the local required funding. However, the Township cannot do it alone. The financial support of the State Transportation Commission is essential. Therefore, we respectfully request your continued support.



**TOWNSHIP  
OF  
LOWER MERION**

MONTGOMERY COUNTY

TOWNSHIP ENGINEER

75 E. Lancaster Ave.  
Ardmore, Pa. 19003-2376  
Telephone: (610) 649-4000  
TDD: (610) 645-6277

LOWM 0800-157.10

December 30, 1999

State Transportation Commission  
101A Transportation and Safety Building  
Harrisburg, PA 17120

Attention: Anita Everhard, Executive Secretary

**Re: 2000-2012 Twelve Year Transportation Program**

Dear Ms. Everhard:

On behalf of the Board of Commissioners of the Township of Lower Merion, Montgomery County, I am herewith submitting revised and supplemented testimony regarding the 2000-2012 Twelve Year Transportation Program. This supersedes previous testimony provided on October 15, 1999.

The Township of Lower Merion has in the past and will continue to actively support the Transportation Program and its goals to improve safety, enhance mobility, move goods, and preserve the transportation system by providing worthy candidates that result in regional as well as local benefits, and by providing the required local funding. Therefore, we strongly recommend careful review and respectfully request favorable consideration of the Township's recommendations contained in the attached written testimony.

Thank you for the opportunity to provide input into the formulation of this critical program. Please do not hesitate to contact me at (215) 222-3000 if there are any questions or if additional information is required.

Very truly yours,

**PENNONI ASSOCIATES INC.**

Edward P. Pluciennik, P.E.  
Township Engineer

EPP/fab

Attachments: As Stated

cc: David C. Latshaw, Township Manager  
Donald K. Cannon, Director of Public Works, Lower Merion Township  
Leo Bagley, Assistant Director, Montgomery County Planning Commission



ID # 23

## PENNSBURG BOROUGH

76 West Sixth Street Pennsburg Pennsylvania 18073  
215-679-4546

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June 22, 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building 8th Floor  
111 S. Independence Mall East  
Philadelphia, Pa. 19106

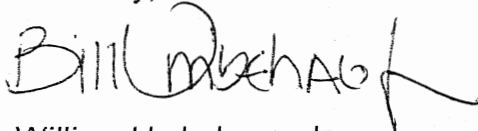
RE: Removal of RT. 29 Bridge

The Borough of Pennsburg would like to submit these letters on it's behalf as public comment in our on going effort to have the Route 29 railroad bridge removed.

The bridge over the abandon railroad tracks has become a safety issue with regard to deterioration and pedestrian and vehicular traffic. Removal of the bridge would allow for continuation of the sidewalk on the south side of the bridge. Currently pedestrians, including students walking to the high school, must cross over Main Street to cross the bridge than cross back over Main Street again to continue their walk. We consider this to be a serious safety issue and have hired a crossing guard as a temporarily solution.

We appreciate the opportunity to participate in the hearing for the Transportation Improvement Program. We certainly hope this input will help to expedite the process for the bridge removal. Please contact us if there is any further information that is required.

Sincerely,



William Umbehauer Jr.  
Mayor



ID #23

903 Main Street  
Pennsburg, PA 18073

June 19, 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building - 8<sup>th</sup> Floor  
111 S. Independence Mall East  
Philadelphia, PA 19106

Concerned Leaders of Pennsylvania,

I am writing to urge you to schedule the demolition and reconstruction of the railroad bridge at the south end of Pennsburg Borough this year. This is the only link of the three boroughs that has been certified by PennDOT as a hazard and that our children and pedestrians are still forced to use. Besides a record of 105 speeding violations in that area last year, visibility is poor because of the narrowing and rising roadway plus there is no sidewalk on the west side. The Upper Perkiomen School District relies on the School Code of 1949 to deny our children bussing from within a 2 mile radius and so students must cross a major highway twice to use the one sidewalk on the east side.

Our children and citizens are in danger every day that this bridge remains in place. Housing developments and population growth are far ahead of regional and roadway planning. Please help us level the bridge and install a traffic light at 11<sup>th</sup> Street and Route 29.

Thank you for your attention to this matter that has been a problem for far too many years.

Sincerely,



Linda A. Peddigree



ID # 23

Chesterfield Group  
925 Main St. Suite 300  
Pennsburg, PA 18073  
(215) 679-4036


June 19, 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building 8<sup>th</sup> Floor  
111 S. Independence Mall East  
Philadelphia, PA 19106

RE: Rt. 29 Bridge (Main St.)  
Pennsburg, Montgomery County

This letter is in response to the proposed reconstruction of the Main Street Bridge. We are in full support of said project, our concerns for the welfare of our business taken into consideration. Hopefully, this project will commence as soon as possible, so that it is completed without too much interruption and benefit the community at an earlier date.

Thank you,

  
Douglas Murray  
President and CEO  
The Chesterfield Group

DTM/ps

cc: File



**FARADAY'S NATURAL FOODS, INC.**  
840 Main Street  
Pennsburg, PA. 18073

June 20, 2000

**TIP COMMENTS**

DVRPC Public Affairs Office  
The Bourse Building - 8th Floor  
111 S. Independence Mall East  
Philadelphia, PA. 19106

To Whom it May Concern:

I feel it is of the utmost importance that the Route 29 Bridge be removed, and as quickly as possible. I am in complete support of the proposed project to remove the bridge.

The safety of our school children is in jeopardy when they are crossing this bridge to walk to the High School. Visibility is poor for motorists. The bridge is very old and more than likely will need major repairs in the very near future. It seems the prudent thing to do would be to eliminate it.

Thank you for your consideration in this matter.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Ted Hopkins".

Ted Hopkins, President  
FARADAY'S NATURAL FOODS, INC.



ID #23



## Upper Perkiomen Valley Chamber Of Commerce

570 Main Street PO Box 52 Pennsburg, Pennsylvania 18073 215-679-3336 Fax: 215-679-2624

June 21, 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building, 8<sup>th</sup> Floor  
111 S. Independence Mall East  
Philadelphia, PA 19106

Re: Removal of Main St. (S. R. 29) Bridge near Eleventh St., Pennsburg

To Whom It May Concern:

Please be assured that the Board of Directors of the Upper Perkiomen Valley Chamber of Commerce supports Pennsburg Borough's November 1, 1999 **Resolution 9-99** regarding the removal of the bridge on Route 29 between 10<sup>th</sup> and 11<sup>th</sup> Streets. The Chamber shares their concern for the safety of drivers and pedestrians in the vicinity.

This issue requires immediate attention and a timely resolution. Rapid growth in the Upper Perkiomen Valley will compound the problems associated with this dilemma -- increased traffic is inevitable. The potential for respective increases in pedestrian and vehicular accidents, and the proportional disruption to businesses and residents is cause for great concern.

Inclusion of this project in the transportation plan is imperative. Fast-tracking would be a responsible and appropriate approach. Your consideration of this request is appreciated.

Sincerely,

Luanne B. Stauffer  
Executive Director

/bs





*Borough of Pennsburg*

76 W. Sixth Street  
Pennsburg, PA 18073  
(215) 679-4546  
(215) 679-5140 Fax

ID #23

Jeanne W. Hopkins  
Secretary/Treasurer

November 3, 1999

James Ottinger, District Utility Manager  
PA. DEPARTMENT OF TRANSPORTATION  
200 Radnor-Chester Road  
St. Davids, PA. 19087-5178

Dear Mr. Ottinger:

Enclosed you will find **RESOLUTION #9-99** adopted by Pennsburg Borough Council at their regular borough council meeting on November 1, 1999.

The **RESOLUTION** supports the removal of the Route 29 bridge (between 10th and 11th Street) and requesting the PA. Department of Transportation begin the necessary steps to remove the bridge under its highway and bridge program.

Thank you in advance for your efforts in moving this project forward.

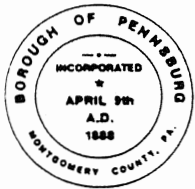
Sincerely,

*Jeanne W. Hopkins*

Jeanne W. Hopkins,  
Secretary-Treasurer

cc: Senator James Gerlach  
Representative Raymond Bunt, Jr.  
Mr. Leo Bagley, Montgomery County Planning Commission  
Ms. Anita Bieler, Superintendent, Upper Perkiomen School District  
Red Hill Borough





*Borough of Pennsburg*

76 W. Sixth Street  
Pennsburg, PA 18073  
(215) 679-4546  
(215) 679-5140 Fax

ID #23

Jeanne W. Hopkins  
Secretary/Treasurer

November 3, 1999

Representative Raymond Bunt, Jr.  
Lower Level, Suite 1  
105 Memorial Drive  
Schwenksville, PA. 19473

Dear Representative Bunt:

Enclosed you will find a copy of **RESOLUTION #9-99** adopted by Pennsburg Borough Council supporting the removal of the Route 29 bridge (between 10th and 11th Streets).

Also enclosed is a copy of a letter sent to James Ottinger, District Utility Manager, PA. Department of Transportation asking them to take the necessary steps to begin implementation of this project.

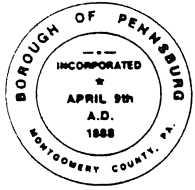
I spoke with Mr. Ottinger today and he told me PennDot has come up with a preliminary estimate of \$680,000.00 to complete the project.

Pennsburg Borough respectfully asks for your endorsement in the funding of this project to completion for the safety of pedestrians, students and motorists traveling along Route 29 in Pennsburg Borough.

Sincerely,

*Jeanne W. Hopkins*  
Jeanne W. Hopkins  
Secretary-Treasurer





*Borough of Pennsburg*

76 W. Sixth Street  
Pennsburg, PA 18073  
(215) 679-4546  
(215) 679-5140 Fax

ID #23

Jeanne W. Hopkins  
Secretary/Treasurer

November 3, 1999

Senator James Gerlach  
1230 Pottstown Pike  
Suite 4  
Glenmoore, PA. 19343

Dear Senator Gerlach:

Enclosed you will find a copy of **RESOLUTION #9-99** adopted by Pennsburg Borough Council supporting the removal of the Route 29 bridge (between 10th and 11th Streets).

Also enclosed is a copy of a letter sent to James Ottinger, District Utility Manager, PA. Department of Transportation asking them to take the necessary steps to begin implementation of this project.

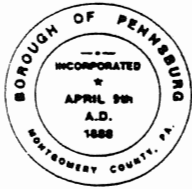
I spoke with Mr. Ottinger today and he told me PennDot has come up with a preliminary estimate of \$680,000.00 to complete the project.

Pennsburg Borough respectfully asks for your endorsement in the funding of this project to completion for the safety of pedestrians, students and motorists traveling along Route 29 in Pennsburg Borough.

Sincerely,

Jeanne W. Hopkins  
Secretary-Treasurer





*Borough of Pennsburg*

*76 W. Sixth Street*

*Pennsburg, PA 18073*

*(215) 679-4546*

*(215) 679-5140 Fax*

IS #23

Jeanne W. Hopkins  
Secretary/Treasurer

November 4, 1999

Mr. Robert Flint, Council President

**RED HILL BOROUGH**

56 W. 4th Street

Red Hill, PA. 18076

Dear Mr. Flint:

Please find enclosed a copy of Resolution #9-99 adopted at our borough council meeting on Monday, November 1, 1999 in support for removal of the bridge on Route 29. We have passed this Resolution onto PennDot representative, James Ottinger for implementation of the project, and to Representative Raymond Bunt and Senator James Gerlach for their support in the funding of this project.

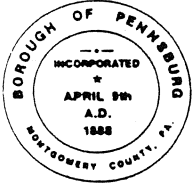
We would ask at this time that Red Hill Borough Council consider adoption of a similar Resolution. Upon adoption of such a Resolution, kindly forward a copy to this office so that we can pass it along to the appropriate agencies to show local support of this project.

We appreciate the support you have shown us in the past on this matter.

Sincerely,

*Jeanne W. Hopkins*  
Jeanne W. Hopkins  
Secretary-Treasurer





*Borough of Pennsburg*

76 W. Sixth Street  
Pennsburg, PA 18073  
(215) 679-4546  
(215) 679-5140 Fax

ID #23

Jeanne W. Hopkins  
Secretary/Treasurer

November 4, 1999

Ms. Anita Bieler, Superintendent  
**UPPER PERKIOMEN SCHOOL DISTRICT**  
Business Office, W. 5th Street  
East Greenville, PA. 18041

Dear Ms. Bieler:

Please find enclosed a copy of Resolution #9-99 adopted at our borough council meeting on Monday, November 1, 1999 in support for removal of the bridge on Route 29. We have passed this Resolution onto PennDot representative, James Ottinger for implementation of the project, and to Representative Raymond Bunt and Senator James Gerlach for their support in the funding of this project.

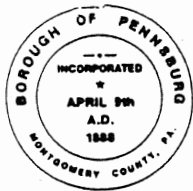
We would ask at this time that Upper Perkiomen School District consider drafting a letter in support of this project. Kindly forward your letter to this office so that we can pass it along to the appropriate agencies to show local support of this project.

We appreciate the support you have shown us in the past on this matter.

Sincerely,

*Jeanne W. Hopkins*  
Jeanne W. Hopkins  
Secretary-Treasurer





*Borough of Pennsburg*

76 W. Sixth Street  
Pennsburg, PA 18073  
(215) 679-4546  
(215) 679-5140 Fax

ID #23

Jeanne W. Hopkins  
Secretary/Treasurer

November 4, 1999

Mr. Leo Bagley  
**MONTGOMERY COUNTY PLANNING COMMISSION**  
One Montgomery Plaza  
Airy & Swede Streets  
Norristown, PA. 19404

Dear Mr. Bagley:

Please find enclosed a copy of Resolution #9-99 adopted at our borough council meeting on Monday, November 1, 1999 in support for removal of the bridge on Route 29. We have passed this Resolution onto PennDot representative, James Ottinger for implementation of the project, and to Representative Raymond Bunt and Senator James Gerlach for their support in the funding of this project.

We ask for your continued support of this project and we appreciate and thank you for the help you can provide in moving this project forward.

Sincerely,

*Jeanne W. Hopkins*

Jeanne W. Hopkins  
Secretary-Treasurer



September 29, 1999

Mr. Leo Bagley, Director of Transportation  
MONTGOMERY COUNTY PLANNING COMMISSION  
One Montgomery Plaza  
Airy and Swede Sts.  
Norristown, PA. 19404

Dear Mr. Bagley:

The railroad bridge on Main Street between 10th and 11th Streets which spans the abandoned rail line has become a matter of concern regarding vehicular traffic and pedestrian safety. What once was a useful structure has become a dangerous obstacle which has fallen on disrepair, is fostering vandalism and considered a "hazardous" situation by PennDot for students walking to the Upper Perkiomen High School. The intersections of Main Street and 10th Street and the intersection at 11th Street, which serves as a main access route for the high school, are already difficult to maneuver around due to the obstruction by the bridge and the high volume of traffic. The intersections will further be encumbered by the addition of two sizable subdivisions which will also use the intersections as their main accessway.

I am asking for your help and support in finding a solution to the safety concerns relating to the railroad bridge. I believe the final solution should result in the removal of the bridge and improvements made to the roadway and sidewalk. In order for you to see and understand our concerns first-hand, please join us for an on-site inspection of the bridge and adjoining intersections on October 14, 1999 at 7:10 A.M.

Please confirm your intentions with borough secretary, Jeanne Hopkins at 215-679-4546.

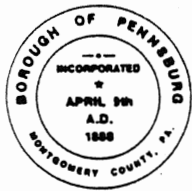
Sincerely,

William Umbehauer, Jr.  
MAYOR

cc: Senator Gerlach, Representative Bunt, County Commissioners, Andrew Warren of PennDot, School Superintendent Anita Bieler, Red Hill Borough, Chamber of Commerce.

Blind copies: Brode/Brooks Realtors, Reed Sign, Professional Pharmacy, Runaway Farms, Red Hill Ford





*Borough of Pennsburg*

76 W. Sixth Street  
Pennsburg, PA 18073  
(215) 679-4546  
(215) 679-5140 Fax

ID #23

Jeanne W. Hopkins  
Secretary/Treasurer

January 20, 2000

Senator James W. Gerlach  
1230 Pottstown Pike  
Suite 4  
Glenmoore, PA. 19343

Dear Senator Gerlach:

The Borough of Pennsburg has turned to you for help a number of times over the years for guidance and funding to improve the health, safety and quality of life of our residents. You have always responded quickly, offering help and finding solutions to our problems. We have all benefited from the help and support you have given to our community.

Again I must ask you to help us with a project that will greatly improve the safety of vehicular and pedestrian traffic on our Main Street.

As you know, the Route 29 bridge over the abandoned railroad line in the borough has been targeted for removal for safety issues mainly that of students walking to our high school just off the intersection at the base of the bridge.

Mr. Andrew L. Warren, District Administrator of PennDot, has indicated support of our area representatives is vital in order to begin this project and move it forward in a timely fashion. In addition, with two subdivisions adjacent to the bridge beginning construction this spring it is important we try and coordinate their Main Street improvements with that of the bridge removal to avoid unnecessary expense, delay and inconvenience to residents and motorists.

Therefore, I would appreciate it if you would again contact Mr. Warren indicating your continued support of this project. Your support is essential if we are to remove the bridge and improve the safety of our Main Street for citizens and motorists.

Very truly yours,

William Umbehauer, Jr.  
MAYOR



ID #23

# UPPER PERKIOMEN SCHOOL DISTRICT

ANITA S. BIELER, EdD  
SUPERINTENDENT

FRANCIS C. LESKOWICZ, EdD  
ASSISTANT TO THE SUPERINTENDENT

SANDRA M. KASSEL  
SECRETARY-BUSINESS ADMINISTRATOR

January 20, 2000

The Honorable Ray Bunt, Jr.  
Lower Level, Suite 1  
105 Memorial Drive  
Schwenksville, PA 19473

Dear Representative Bunt,

We sincerely appreciate your efforts to support the removal the railroad bridge on Main Street in Pennsburg.

As you may recall from our conversation, PennDOT notified us that the lack of a sidewalk on the south side of Main Street, which causes students to cross Main Street at the 11<sup>th</sup> and Main Streets intersection without assistance, has created a "hazardous" situation. Removal of the bridge which allows for continuing the sidewalk would be a long term solution to this serious safety issue.

In the meantime, Pennsburg Borough has agreed to the employment of a crossing guard to assist our students as they cross, so creating a safer situation. However, the existence of this useless bridge remains a safety issue for both pedestrian and vehicular traffic.

We appreciate your interest and support and hope that you will do whatever is necessary to expedite the process of removal of the bridge. We thank you for your continued care and concern for the residents of the Upper Perkiomen Valley.

Sincerely,



Anita S. Bieler, EdD  
Superintendent

se

c Board of Directors



ID #23

# UPPER PERKIOMEN SCHOOL DISTRICT

ANITA S. BIELER, Ed.D.  
SUPERINTENDENT

FRANCIS C. LESKOWICZ, Ed.D.  
ASSISTANT TO THE SUPERINTENDENT

SANDRA M. KASSEL  
SECRETARY-BUSINESS ADMINISTRATOR

FREDRIC J. MOSKOWITZ, M.S.  
DIRECTOR OF HUMAN RESOURCES

MARY KAY BUTTERFIELD  
SUPERVISOR OF SPECIAL EDUCATION

September 23, 1999

Bill Umbehauer, Mayor  
806 Main Street  
Pennsburg, PA 18073

Dear Mayor Umbehauer:

We sincerely appreciate your efforts to "spearhead" the resolution to the danger of the 11<sup>th</sup> and Main Street intersection difficulty by contacting our legislators and requesting removal of the railroad bridge between 10<sup>th</sup> and 11<sup>th</sup> Street.

As I indicated in our conversation, PennDOT has notified us that due to the lack of a sidewalk on the "west" side of Main Street, causing students to cross Main Street at the 11<sup>th</sup> and Main Streets intersection without assistance, there is a "hazardous" situation. Removal of the bridge, and subsequent continuation of the existing sidewalk would be the long term solution. However, in the meantime, a short term solution would be the employment of a crossing guard to assist the students. The high school day begins at 7:35 and ends at 2:35, so the crossing guard would need to be in place for approximately 30 minutes at both times (7:10 - 7:40 and 2:30 - 3:00) daily. We are asking that the Borough of Pennsburg employ the crossing guard to alleviate this dangerous situation.

I believe you have a copy of the report from PennDOT.

Thank you.

Sincerely,



Anita S. Bieler, EdD  
Superintendent

se

c Board of Directors



ID #23

# Professional

Professional Pharmacy & Convalescent Products, Ltd.

May 18, 2000

Mr. Andrew L. Warren  
District Administrator  
PA Department of Transportation  
Engineering District 6-0  
700 Geerdes Blvd.  
King of Prussia, PA 19406

Re: Rt. 29 Bridge (Main Street)  
Pennsburg, Montgomery County

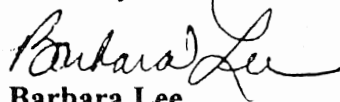
Dear Mr. Warren:

As the Rt. 29 Bridge Project proceeds, Professional Pharmacy of Pennsburg asks that you include the following request into your plan design.

Professional Pharmacy now has only one (1) cut out curb access to our store. This has proven to very dangerous. Professional Pharmacy has experienced three (3) accidents involving our customers with this single entrance/exit access to our parking lot. The latest accident causing considerable damage to our building inside and out. Fortunately no one has been injured. In the interest of safety to our patrons and local citizens, our request is that in your design plan you incorporate one (1) additional curb cutout to help alleviate congestion and provide for safer movement of traffic into and out of Professional Pharmacy.

Please keep us informed as to the continued progress of the Rt. 29 Bridge Project and I thank you for your time and consideration to Professional Pharmacy's request.

Sincerely,



Barbara Lee  
Executive Assistant  
Professional Pharmacy

cc: Representative Raymond Bunt, Jr.  
Pennsburg Mayor, William Umbehauer, Jr.  
Gregory Brown, PA Dept. of Transportation



Joint Commission  
on Accreditation of Healthcare Organizations



RAYMOND BUNT, JR., MEMBER  
105 MEMORIAL DRIVE AND ROUTE 29  
SCHWENKSVILLE, PA 19473  
PHONE: (610) 287-4181  
FAX: (610) 287-4182

HOUSE POST OFFICE BOX 202020  
146 MAIN CAPITOL BUILDING  
HARRISBURG, PA 17120-2020  
PHONE: (717) 787-6937  
FAX: (717) 772-6952

E-mail: rbunt@pahousegop.com



*House of Representatives*  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

November 12, 1999

Mr. Andrew L. Warren  
District Administrator  
PA Dept. of Transportation  
Engineering District 6-0  
200 Radnor-Chester Road  
St. Davids, PA 19087-5178

Re: Rt. 29 Bridge (Main Street)  
Pennsburg, Montgomery County

Dear Mr. Warren:

Presently before your District staff's attention is a project in the Upper Perkiomen Valley area for the removal of the bridge on Route 29, Main Street, between 10<sup>th</sup> and 11<sup>th</sup> streets in the Borough of Pennsburg.

The Borough of Red Hill borders at this junction. The reason for this bridge removal is for improved sight lines and safety issues as this is used extensively by school students walking to the area high school located off 11<sup>th</sup> Street.

I am enclosing for your review recent correspondence I received from the Borough of Pennsburg, Borough of Red and the Upper Perkiomen Valley Chamber of Commerce supporting this project and seeking my support as well. Mr. James Ottinger, District Utility Manager from your district staff has been involved with borough officials and has participated in at least one community/municipal meeting on the project.

In offering my support to this project I must also go on record as expressing my strong concern that interruption to area businesses be minimized to the fullest possible extent. There are several businesses located immediately on either side of the bridge. There needs to be as little disruption to their daily activities as possible. The businesses being directly affected have publicly stated their concerns at a recent meeting before municipal and State officials.

Therefore, I would appreciate being properly updated on progress on this project and the plans to alleviate and disruption to the daily business trade of those local businesses which would be directly impacted by this project. If there is anything to which I may be of assistance, do not hesitate to contact me or my staff.

COMMITTEES

AGRICULTURE AND RURAL AFFAIRS,  
MAJORITY CHAIRMAN

JUDICIARY

BOARDS AND COMMISSIONS

ANIMAL HEALTH & DIAGNOSTIC COMMISSION  
STATE AGRICULTURAL LAND PRESERVATION BOARD  
AGRICULTURE RESEARCH COMMITTEE

ASSIGNMENTS

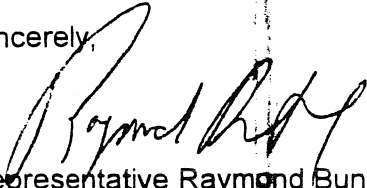
ALEC-CIVIL JUSTICE TASK FORCE  
PA AGRICULTURAL LAW RESOURCE &  
REFERENCE CENTER, BOARD MEMBER  
DELAWARE RIVER BASIN CAUCUS  
LOCAL TAX REFORM CAUCUS  
RURAL HEALTH CARE CAUCUS  
PA LEGISLATIVE SPORTSMEN'S CAUCUS  
NATIONAL CONFERENCE OF STATE LEGISLATORS,  
AGRICULTURAL & INTERNATIONAL TRADE  
COMMITTEE MEMBER  
COUNCIL OF STATE GOVERNMENTS, FEDERAL  
FUNDS TASK FORCE COMMITTEE MEMBER



ID #23

I thank you for your time and consideration to this letter of support.

Sincerely,



Representative Raymond Bunt, Jr.  
Member, 147<sup>th</sup> District,  
Montgomery County

RB:wb

cc: Mayor William Umbehauer, Jr.

Mayor Vic Attardo

Senator James Gerlach

Leo Bagley

James Ottinger

Jeanne W. Hopkins

Dawn Letterman

Pennsburg Borough Council

Red Hill Borough Council

Dr. Anita Bieler

Upper Perkiomen School District - School Board

Luanne Stauffer - UPVCC

Professional Pharmacy

Reed's Sign Company

Katies Kuttery

The Chesterfield Group

Perkiomen Tours

Upper Perk Shoppers Guide

Linda Laub Beauty Salon

Upper Perkiomen Valley YMCA

Auto Body Shop & Coin Wash

Quick and Easy Coin-Op Laundry

U.P. Auto Rental Co.

Pennsburg Auto Refinishers

Faraday's Natural Foods, Inc.

Wedgewood Pub

Tan & Tone

Victors Pizza

Lutheran Brotherhood Financial Services

S.E. PA Resource Conservation & Development Council

D&K Automotive Services

The Picture Frame Co.

Denise's Hair Salon



RAYMOND BUNT, JR.  
MAJORITY DEPUTY WHIP

✓ 105 MEMORIAL DRIVE AND ROUTE 29  
SCHWENKSVILLE, PA 19473  
PHONE: (610) 287-4181  
FAX: (610) 287-4182

HOUSE POST OFFICE BOX 202020  
146 MAIN CAPITOL BUILDING  
HARRISBURG, PA 17120-2020  
PHONE: (717) 787-6937  
FAX: (717) 772-6952

E-mail: rbunt@pahousegop.com



*House of Representatives*  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

January 13, 2000

The Honorable Bradley L. Mallory  
Secretary  
PA Dept. of Transportation  
9<sup>th</sup> Floor - Forum Place  
555 Walnut Street  
Harrisburg, PA 17101-1900

**Re: Main Street bridge near 11<sup>th</sup> Street  
Pennsburg Borough, Montgomery County**

Dear Secretary Mallory:

This past Fall, 1999, I have been working with municipal, county and business leaders on plans to remove an old railroad bridge located on Main Street, (SR 29), near Eleventh Street in the Borough of Pennsburg. In a letter recently received from Mr. Andrew Warren dated December 21, 1999, copy attached, it is estimated that the cost for this project will be in excess of \$600,000. The purpose of this letter is to officially request that this project be included in PenDot's 12 Year Plan immediately, if it is not already included.

I am also requesting that a high priority be placed on this project for the following reasons. First, there is a safety issue associated this project. The removal of the bridge will improve visibility, improve student pedestrian traffic and safety and for soon to be created intersection placement. Second, there will be several housing developments with ingress/egress onto Main Street near the location of the present bridge. The need to coordinate with these projects and the bridge removal will allow for the alleviation of multiple road construction and its associated disruptions. Finally, there is local municipal and business support for this project and all parties have been and are planning to work closely in achieving the bridge removal.

In consideration of the budgetary demands on the Department and the current anticipated costs associated with this project, I desire to work closely with you and the Department to ensure dedicated funding for this project. Please do not hesitate to contact me to discuss this matter.

ID # 23  
COMMITTEES

AGRICULTURE AND RURAL AFFAIRS,  
MAJORITY CHAIRMAN

JUDICIARY  
POLICY  
LAND USE MANAGEMENT SUB-COMMITTEE

BOARDS AND COMMISSIONS

ANIMAL HEALTH & DIAGNOSTIC COMMISSION  
STATE AGRICULTURAL LAND PRESERVATION BOARD  
AGRICULTURE RESEARCH COMMITTEE

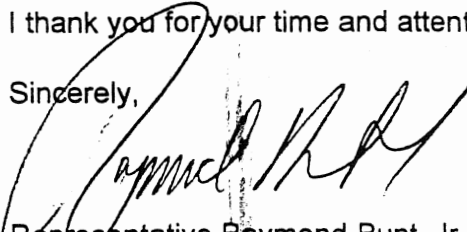
ASSIGNMENTS

ALEC CIVIL JUSTICE TASK FORCE  
PA AGRICULTURAL LAW RESOURCE &  
REFERENCE CENTER, BOARD MEMBER  
DELAWARE RIVER BASIN CAUCUS  
LOCAL TAX REFORM CAUCUS  
RURAL HEALTH CARE CAUCUS  
PA LEGISLATIVE SPORTSMEN'S CAUCUS  
NATIONAL CONFERENCE OF STATE LEGISLATORS,  
AGRICULTURAL & INTERNATIONAL TRADE  
COMMITTEE MEMBER  
COUNCIL OF STATE GOVERNMENTS, FEDERAL  
FUNDS TASK FORCE COMMITTEE MEMBER



I thank you for your time and attention to this formal request.

Sincerely,

  
Representative Raymond Bunt, Jr.  
Member, 147<sup>th</sup> District,  
Montgomery County

RB:wb

Enclosure

cc: without enclosure

Mayor William Umbehauer, Jr., Borough of Pennsburg  
Mayor Victor Attardo, Borough of Red Hill  
St. Senator James Gerlach, 44th State Senatorial District  
Mr. Andrew Warren, District Administrator  
Mr. James Ottinger, District Utility Manager  
Mr. Leo Bagley, Montgomery County Planning Commission  
Mrs. Luanne Stauffer, Executive Director  
Mrs. Jeanne Hopkins, Borough of Pennsburg  
Ms. Dawn Letterman, Borough of Red Hill  
Borough Council President, Pennsburg Borough Council  
Borough Council President, Red Hill Borough Council  
Dr. Anita Bieler, Upper Perkiomen School District  
President School Board, Upper Perkiomen School District  
Mr. David Stone, Professional Pharmacy  
Mr. Bud Reed, Reed's Sign Company  
Ms. Amber Thompson, Katies Kuttery  
Mr. Doug Murray, The Chesterfield Group  
Mr. Clare Moyer, Perkiomen Tours  
Mr. Paul Verna, Upper Perk Shoppers Guide  
Ms. Linda Laub, Linda Laub Beauty Salon  
Ms. Carol Fels, Upper Perkiomen Valley YMCA  
Auto Body Shop & Coin Wash  
Quick & Easy Coin-Op Laundry  
U.P. Auto Rental Co.  
Pennsburg Auto Refinishers  
Mr. Ted Hopkins, Faraday's Natural Foods, Inc.  
Ms. Donna Russell, Wedgewood Pub  
Tan & Tone  
Victor's Pizza  
Lutheran Brotherhood Financial Services  
S.E. PA Resource Conservation & Development Council  
Mr. Kenneth Shiffert, D&K Automotive Services  
Mrs. Julia Umbehauer, The Picture Frame Co.  
Denise's Hair Salon



44TH DISTRICT  
JAMES W. GERLACH

- ☐ SENATE BOX 203044  
168 MAIN CAPITOL BUILDING  
HARRISBURG, PA 17120-3044  
(717) 787-1398  
(717) 783-4587 FAX
- ☐ 1230 POTTSTOWN PIKE, SUITE 4  
GLENMOORE, PA 19343  
(610) 458-8010  
(610) 378-4578 FAX
- ☐ LOWER MACUNGIE TOWNSHIP BUILDING  
3400 BROOKSIDE ROAD  
MACUNGIE, PA 18062  
(610) 945-3354  
(610) 821-6138 FAX
- ☐ INTERNET E-MAIL ADDRESS  
JGERLACH@PASEN.GOV



Senate of Pennsylvania  
March 13, 2000

COMMITTEES

LOCAL GOVERNMENT, CHAIRMAN  
LABOR & INDUSTRY, VICE CHAIRMAN  
APPROPRIATIONS  
JUDICIARY  
PUBLIC HEALTH & WELFARE

SENATE REPUBLICAN POLICY COMMITTEE  
PENNSYLVANIA COMMISSION ON  
CRIME AND DELINQUENCY

The Honorable Bradley L. Mallory  
Secretary  
PA Department of Transportation  
9<sup>th</sup> Floor – Forum Place  
555 Walnut St.  
Harrisburg, PA 17101-1900

Re: Removal of Main St. (S.R. 29) Bridge near  
Eleventh St. in Pennsburg Borough, Montgomery County

Dear Secretary Mallory:

This is a further follow-up to the above-mentioned project. Based upon a public meeting this past fall, I have been working with the area municipal leaders and business owners to secure funding for the removal of the above bridge. This project is based upon well-founded site obstruction and safety concerns, and I strongly support the efforts to obtain quick authorization for this project.

It is my understanding this project is presently pending before the Delaware Valley Regional Planning Commission (DVRPC) and I wish to go on record with you of my strong and enthusiastic support for this project.

Thank you for prompt attention to this matter.

Very truly yours,



James W. Gerlach

JWG/br



Secretary Brad Mallory  
Page #2

cc:

Mayor William Umbehauer, Jr., Borough of Pennsburg  
Mayor Victor Attardo, Borough of Red Hill  
Andy Warren, District Administrator  
James Ottinger, District Utility Manager  
Leo Bagley, Montgomery County Planning Commission  
Jeanne Hopkins, Borough of Pennsburg  
Dawn Letterman, Borough of Red Hill  
Jeffrey McMurtrie, Pennsburg Borough Council President  
Thomas Paul, Red Hill Borough Council President  
Luanne Stauffer, Executive Director – UPV Chamber of Commerce  
Dr. Anita Bieler, Upper Perkiomen School District  
Dr. John L. Farris, Board President, Upper Perkiomen School District  
David Stone, Professional Pharmacy  
Bud Reed, Reed's Sign Company  
Amber Thompson, Katie's Kuttery  
Doug Murray, The Chesterfield Group  
Clare Moyer, Perkiomen Tours  
Paul Verna, Upper Perk Shoppers Guide  
Linda Laub, Linda Laub Beauty Salon  
Carol Feis, Upper Perkiomen Valley YMCA  
Auto Body Shop & Coin Wash  
Quick & Easy Coin-Op Laundry  
U. P. Auto Rental Company  
Pennsburg Auto Refinishers  
Ted Hopkins, Faraday's Natural Foods, Inc.  
Donna Russell, Wedgewood Pub  
Tan & Tone  
Victor's Pizza  
Lutheran Brotherhood Financial Services  
S.E. PA Resource Conservation & Development Council  
Kenneth Shiffert, D & K Automotive Services  
Julia Umbehauer, The Picture Frame Company  
Denise's Hair Salon



ID # 23



April 10, 2000

John J. Coscia, Executive Director  
Delaware Valley Regional Planning Commission  
111 S. Independence Mall East  
The Bourse Building, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

RE: SR 29-Main Street Bridge, Pennsburg Borough,  
Montgomery County

Dear Mr. Coscia:

This letter is to advise you of our wholehearted support for the removal of the above bridge in Pennsburg Borough. It is our understanding that this project is on the DVRPC's draft 2001-2004 TIP project list and we respectfully request that you retain this project on the final draft of this TIP list so that this project may move forward to completion.

Thank you for your cooperation on this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jim Gerlach", is written over a horizontal line.

Jim Gerlach

A handwritten signature in black ink, appearing to read "Ray Bunt", is written over a horizontal line.

Ray Bunt

JWG/cmm

Cc: Montgomery County Commissioners  
Ken Hughes, Montgomery County Planning Commission  
Mayor Bill Umbehauer, Jr.  
Pennsburg Borough Council

RECEIVED

APR 13 2000

DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION



19 June 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building 8th Floor  
111 S. Independence Mall East  
Philadelphia, Pennsylvania 19106

Dear Sirs:

I have long been concerned about the dangers of entering Main Street, Pennsburg, from Tenth Street. The elevation of Main Street by the construction of a bridge over the railroad immediately south of Tenth Street made good sense years ago when traffic was light; but now with many more vehicles on our highways and a generally higher average speed, accidents are more likely. (Even if a slower speed limit were imposed, I'm not sure it would be effective since the distance from the elevation of the bridge to the lower level of Main Street at Tenth is so short. Also, a traffic light .... which is going to be necessary as soon as the new housing development on Tenth Street is occupied ... would only multiply the problems implicit in that situation.

My experience has been that, when I was re-turning from taking our pet to Runaway Farm, I routinely turned right (that is, north) onto



Long Alley instead of running the risk turning north on Main Street. But just wait until there are 50 to 100 more cars housed in the new development. (I know I will never again drive down ~~Third~~ Street, choosing to take our pet to Parkman Animal Hospital in Chapel.)

I suspect that in this litigious age blame will be placed on someone if the situation is not corrected promptly.

Respectfully,

George E. Thomas

713 Main Street  
Pennsburg, PA 18073





ID #24

# The Township of Lower Moreland

640 RED LION ROAD, HUNTINGDON VALLEY, PA 19006-6234

TEL: 215-947-3100

FAX: 215-947-3615

## COMMISSIONERS

KURT G. MAYER

*President*

ELEANOR G. SCHNEIDER

*Vice President*

FRANCIS J. DEVINNEY

JAY S. FRIEDENBERG

BERNARD KANEFSKY

EMILY JANE LEMOLE

## OFFICIALS

ALISON D. RUDOLF

*Manager*

ROSS WEISS

*Solicitor*

PETER G. WEINDORFER

*Treasurer*

June 20, 2000

## TIP Comments

DVRPC Public Affairs Office

The Bourse Building – 8<sup>th</sup> Floor

111 S. Independence Mall East

Philadelphia, PA 19106-2515

**Re: TIP #9332**

**PA 63, Woodhaven Road Project**

Dear Sirs:

On behalf of the Board of Commissioners of Lower Moreland Township I am writing again to express our serious concerns regarding the Woodhaven Road Project.

The Draft FY2001-04 TIP currently under consideration includes the funding of the project to Philmont Avenue in Lower Moreland Township. In November 1997 PADOT held a public hearing on the project at the Lower Moreland High School. A number of concerns were raised at this hearing regarding the impact of this project on Lower Moreland Township. In May 1998 Secretary of Transportation Bradley L. Mallory sent a letter indicating that a preferred alternative for the project had not been selected and would not be selected until the Draft Environmental Impact Statement was released and a public hearing held. This position was reaffirmed by Secretary Mallory in a letter dated February 16, 1999 to State Representative Roy Cornell. Copies of both the letters are attached.

Additionally in February 1998 the Township submitted to the State Transportation Commission and the Montgomery County Planning Commission a traffic Impact Study of the project prepared by McMahon Associates. This report was provided to Delaware Valley Regional Planning Commission with our December 1998 Comments. It raises numerous concerns about the impact of this project on our community. As of this date we have received no information or response to these concerns or proposals as to how PADOT will address the relocated traffic congestion that will result on their highways of Byberry Road and Philmont Avenue.

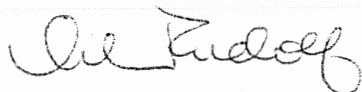


ID #24

TIP Comments  
June 20, 2000  
Page 2

We continue to wait for the release of the DRAFT Environmental Impact Study for the project and the resulting public hearing that we were told would ultimately decide the future of this project. We question how DVRPC can include this project in the 2001-04TIP in the absence of this information.

Very truly yours,



Alison D. Rudolf  
Township Manager

ADR/wlm

Attachment

cc: Board of Commissioners  
Leo Bagley, Montgomery County Planning Commission  
Timothy P. Woodrow, Township Engineer  
Representative Roy W. Cornell  
Senator Hank Salvatore





COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
HARRISBURG, PENNSYLVANIA 17101-1900

OFFICE OF  
SECRETARY OF TRANSPORTATION

February 16, 1999

u DU 91  
ID #24  
TPW  
PW  
3-299

**RECEIVED**

FEB 24 1999

Honorable Roy W. Cornell, Member  
Pennsylvania House of Representatives  
Room 120, Main Capitol Building  
Harrisburg, Pennsylvania 17120-2020

LOWER MORELAND TWP.

Dear Mr. Cornell:

In recognition of your long-standing interest in the Woodhaven Road Extension project, I offer the following update on the status of this project.

The recently adopted 1999 Twelve Year Transportation Program lists Woodhaven Road Extension in the first four years for engineering and right-of-way, while construction is listed in the second four years. Total costs for this project have escalated to \$50 million.

The Department was able to reactivate engineering when the gas tax was increased in April 1997. The right-of-way phase was advanced with the adoption of the 1999 Program, with construction waiting in the second four-year queue.

The Federal Highway Administration has asked for revised information for the Draft Environmental Impact Statement (DEIS). Their major concerns were for the revision of traffic projections to reflect the year 2025 and a reexamination of the project's logical termini. We anticipate these answers from our consultants in April 1999. Assuming no further questions or changes are necessary, we expect to distribute the DEIS in July 1999. Based on this timetable, a public hearing could be held in October 1999. Distribution of the final EIS would occur in October 2000, with the environmental Record of Decision anticipated in early 2001. Final design would take 18 months followed by two years of construction and the project would be opened to traffic in the latter part of 2004.

FEB 16 1999

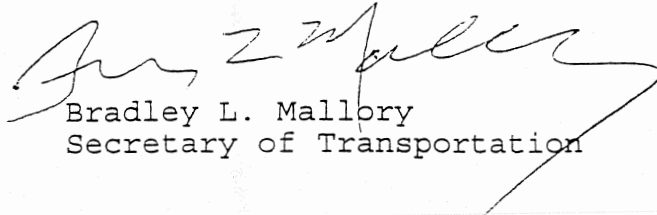


ID # 24

Honorable Roy W. Cornell  
February 16, 1999  
Page 2

If you should have further questions regarding this long  
awaited and controversial project, please do not hesitate to  
contact me.

Sincerely,



Bradley L. Mallory  
Secretary of Transportation



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

9th Floor, Forum Place  
555 Walnut Street  
Harrisburg, Pennsylvania 17101-1900

**RECEIVED**

JUN 01 1998

ID # 24



cc: Balot C  
C-598

May 26, 1998

**LOWER MORELAND TWP.**

Dear Citizen:

Thank you for attending the November 13, 1997 meeting at Lower Moreland High School to learn more about the Woodhaven Road Project.

Enclosed you will find the latest issue of the project newsletter, which reports our plans to complete and circulate the Draft Environmental Impact Statement and hold a public hearing later this year.

Three alternatives are studied in detail in the environmental document: a No Build Alternative, in which only the Byberry Road Bridge over the Conrail tracks would be replaced; the Byberry Road Upgrade Alternative; and the Woodhaven Road Extension Alternative.

These proposals will be evaluated on their technical merit, with an awareness of public preferences, and each will be given equal consideration. PennDOT has not selected a preferred alternative and will not do so until after the public hearing, when the official comment period has closed and everyone has had an opportunity to provide input.

In the next few months, you may want more information about the project -- or a forum in which to present your ideas. I encourage you to contact Joe Capella, the project manager, whose address in St. Davids is included in this newsletter. Members of the project team are also available to meet with you throughout the project's development.

Again, thank you for your involvement in the Woodhaven Road Project. As you know, this project has a long and complex history. Your comments will become part of the official record that documents the outcome of our process.

Sincerely,

A handwritten signature in cursive script that reads "Bradley L. Mallory".

Bradley L. Mallory  
Secretary of Transportation



ID #25

### Tip Plan Comments

**From:** Oyler, Charles F. [coyler@township.upper-dublin.pa.us]  
**Sent:** Thursday, June 22, 2000 8:32 AM  
**To:** 'Tip-plan-comments@dvrpc.org'  
**Cc:** Leo Bagley (E-mail); Leonard, Paul; Grove, Bill; Adrienne Eiss (E-mail)  
**Subject:** Draft FY2001-04 TIP



ATT00000.html

Thank you for sharing with us the referenced document that was transmitted by Leo Bagley in a cover memo dated 6/6/00. Upper Dublin Township was pleased to see a number of important projects in the Township listed in the draft and we look forward to their implementation. From our review, there are two projects that were not included that we feel are critical to traffic flow and safety in the Dresher section of the Township. The first is the Limekiln Pike/Susquehanna Road corridor between Dreshertown Road and Twining Road. The scope of work includes various intersection improvements, a new Limekiln Pike connector road, widening the existing Norfolk/Southern railroad bridge over Susquehanna, reconfiguration of the travel lanes, improved drainage, improved signalization and signage along with associated right of way and engineering costs. Our engineer's estimate for this work is approximately \$7,000,000. The project is described in more detail in a letter from Roman C. Jastrzebski, P.E., dated August 26, 1999 to Leo Bagley.

The other project we feel should be included in the program is the improvement of Dreshertown Road from Limekiln Pike to Tuckerstown Road. Dreshertown Road is a state highway (SR 2024) and provides one travel lane in each direction on a varying cartway width. In most areas the cartway width is 22 to 24 feet wide with no curb. In some areas, the road has been widened an additional 14 feet with curb along the frontages of the newer developments. These widened areas serve as a shoulder or bypass area around vehicles turning left. All the residential street intersections are stop sign controlled. The posted speed limit is 40 MPH. The roadway carries between 13,000 and 14,800 vehicles per day (total in both directions). Projections are for at least 2,100 peak hour vehicles within the next ten years.

The roadway has areas of flooding due to inadequate storm sewers. There are no left turn lanes nor shoulders for bypass of turning vehicles at most of the residential side streets. Vehicles exiting Aidenn Lair Road have a severely restricted sight distance to the left due to the road geometry at a stream crossing of Dreshertown Road just to the north of the intersection. There is no pedestrian walkway along large portions of the roadway. An traffic accident survey conducted by McMahon Associates, Inc. as part of its traffic study for the Prudential Office expansion, showed 43 reportable accidents for the period 1993 and 1997 in the 2 ½ mile section of Dreshertown Rd. between Limekiln Pike and Welsh Road. About half of the collisions are subject to improvement by upgrading the two lane roadway with good alignment, widening, turn lanes and shoulders. These include:

Rear end	25 %
Head on	2 %
Sideswipe	5 %
Hit Fixed Object	19 %

Total                      51%

The Delaware Valley Regional Planning Commission recommended an upgrade of Dreshertown Road in its 1986 study of the Fort Washington Industrial Park Corridor Transportation Improvement Plan. Our traffic engineer, Orth-Rodgers Associates, recommends and we concur that Dreshertown Road should be widened to 48 feet between Limekiln Pike and Tuckerstown Road with a two lane road with turn lanes at the intersections, a new drainage system and curb. ORA estimates this work to cost \$2,871,000.

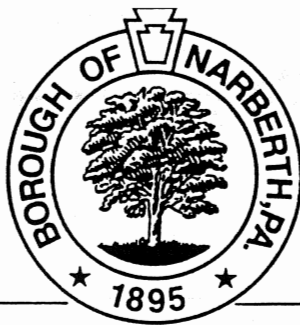


ID #25

We ask that you please consider the inclusion in the TIP of these two critical projects. Thank you.

Chuck Oyler P.E., Projects Manager  
Upper Dublin Township Public Works Department  
[coyler@township.upper-dublin.pa.us](mailto:coyler@township.upper-dublin.pa.us)  
<<mailto:coyler@township.upper-dublin.pa.us>>





## **BOROUGH OF NARBERTH**

### **MUNICIPAL BUILDING**

**100 Conway Avenue**

**P.O. Box 385**

**Narberth, PA 19072-0385**

**(610) 664-2840 Fax: (610) 664-0803**

**E-mail: Narberth@home.com**

Mayor: Dennis J. Sharkey

Council

President: Kathleen M. Valentine

William R. Henderson, V.P. Nancy V. Lotz

Mary Ann Zelno Mary Jo Pauxtis

Lawrence D. Rubin Hunter Martin

Solicitor: Patrick J. Broderick

Manager/Secretary: William J. Martin

Asst. Manager/Secretary: Frederick C. Hansell, Jr.

Tax Collector: Regina Watson

Treasurer: Leslie E. Marshall

ID #26

June 20, 2000

TIP Comments  
DVRPC Public Affairs Office  
The Bourse Building – 8<sup>th</sup> Floor  
111 S. Independence Mall East  
Philadelphia, PA 19106-2515

**RE: Narberth Borough, Montgomery County  
Rockland Avenue over AMTRAK  
Bridge Replacement Project**

Dear members of the Delaware Valley Regional Planning Commission:

The purpose of this letter is to formally request the inclusion of the above referenced project into the DVRPC FY2001-04 Transportation Improvement Program

The existing 98-year-old bridge that carries Rockland Avenue over AMTRAK's Harrisburg line in Narberth Borough is severely deteriorated. It is currently closed to both pedestrian and vehicular traffic. This bridge previously played an important role in serving the local community by providing a safe link between residential neighborhoods and an elementary school. The main objective of this project is to design and replace the existing bridge with a *pedestrian* bridge structure. This project is of critical importance to Narberth Borough.

Narberth Borough is committed to funding 100% of the engineering for this project. The Borough is seeking 80% in construction funding for this project. Our design consultant, Pennoni Associates, provided us with the following estimates for each phase of this project.





BOROUGH OF NARBERTH

ID #26

- Engineering \$225,000 (100% Borough Funded)
- Right-of-Way \$5,000 (100% Borough Funded)
- Construction \$1,600,000 (80% State, 20% Borough)

**TOTAL \$1,830,000**


It is our understanding that this project requires inclusion in the Transportation Improvement Program before construction can take place. We estimate that this bridge replacement project will be let for construction in Spring 2003.

Enclosed for your review is the preliminary construction cost estimate for the Rockland Avenue Bridge project.

We appreciate your assistance with this important project. Your efforts in providing funding and support for this project are greatly appreciated. Should you have questions or concerns, please feel free to contact me.

Sincerely,

**BOROUGH OF NARBERTH**

  
William Martin  
Borough Manager

CC: Leo D. Bagley, Associate Director  
Ted F. Januszka, P.E. – Pennoni Associates Inc.  
Gregory Brown – Planning and Programming, PennDOT 6-0  
Lita Cohen – Pennsylvania State Representative





# Towamencin Township

P.O. Box 303 • 1675 Sumneytown Pike  
Kulpsville, PA 19443-0303  
(215) 368-7602 FAX: (215) 368-7650

June 8, 2000

TIP Comments  
Delaware Valley Regional Planning Commission  
Public Affairs Office  
The Bourse Building  
111 S. Independence Mall, East  
Philadelphia, PA 19106

Gentlemen:

Towamencin Township has developed one of the few township-wide multi purpose trail systems in southeastern Pennsylvania. This +33 miles of on-road and off-road bike and walking trail links the township's parks, municipal facilities, neighborhoods, and employment and commercial centers together and affords the public opportunities to travel throughout the township without the means of the automobile.

Towamencin has constructed more than on-third of the trail system and has another fifteen (15) miles under design.

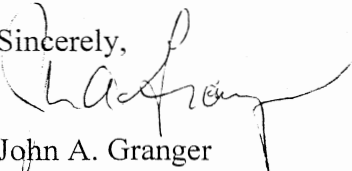
Towamencin is seeking funding in the amount of \$955,000 for the remaining element of the trail. Most of this trail will be constructed on property owned by PECO Energy and presently used for a transmission line. Towamencin has secured a lease from PECO Energy for the construction of the portion of the trail. The trail will be constructed on lands owned by Towamencin Township.

The proposed trail will enable more than one third of the township's population of 17,000 to directly access the multi-modal transportation center by bicycle on the trail system.

Towamencin will assume the cost for engineering design locally and is seeking construction funding. Therefore, Towamencin would respectfully request the DVRPC consider adding Phase IV of the Towamencin Trail to the TIP in the second four years. This will enable Towamencin to proceed with design at this time.

Do not hesitate to contact me if you have any questions regarding this request.

Thank you.

Sincerely,  
  
John A. Granger  
Township Manager

ID #27



**Tri-State Citizens' Council on Transportation**  
**4315 Baltimore Avenue, Philadelphia, Pa. 19104**

Charles Bode, Chairman

The Tri-State Citizens' Council on Transportation submits this document as its public comment upon the draft DVRPC TIP for FY 2001. We will first respond to several of the questions posed in Volume I of the TIP. We then propose specific additions and scope changes for the TIP. Our transit proposals are discussed in our Consolidated Statement for SEPTA's FY 2001 hearings. Rather than repeat that material, we enclose a copy of that document as part of our submission. The central theme of our Consolidated Statement is that public transportation needs to focus upon improving financial performance, which we again recommend here as the guiding light for transit project selection. This is a direct result of our Route Performance Trends Report which found sharply declining financial performance at SEPTA.

**Questions Posed in Volume I of the TIP**

*Given the projects in the TIP, are we headed in the right direction?*

No. The majority of projects in the TIP, directly or indirectly, will increase single occupant vehicle travel. Every project that increases capacity, removes constraints, or eliminates congestion is likely to increase the vehicle miles traveled. VMT, shown on page 2 of the conformity section of the TIP, is projected to increase from 109 to 129 million between 2002 and 2020, an 18% gain. Increased vehicle miles traveled equate to increased time behind the steering wheel, time that cannot be used productively either on the job or in recreation that clears the mind for improved job performance. Therefore, the TIP will increase the region's dependence on imported fossil fuel and decrease the region's competitive position.

We recommend that the scope of every highway project be revised to include specific measures to improve the conditions for people who walk, cycle, and ride transit. Specifically, every highway project should provide for sidewalks, bicycle lanes, and transit preference at traffic signals.

Example 1: TIP # B05 Woodbourne Road and Lincoln Highway Intersection Improvements: "Widening of both intersections to provide additional through lanes on Woodbourne Road, dual left turn lanes on East Lincoln Highway, right turn lanes on Old Lincoln Highway, and traffic signal upgrades." This project is likely to increase the speed of vehicles through the intersections. The roadways will be widened. More lanes of vehicles will be turning simultaneously. All of these changes make crossing the intersections more difficult and more dangerous for



pedestrians and cyclists. Where are the changes for pedestrians to safely cross the new intersections, the adequate crossing time in the light cycles, and the bicycle lanes?

Example 2: TIP # 9721 Torresdale Avenue Harbison Avenue to Linden Avenue: "...upgrading and interconnecting the traffic signals for approximately 29 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95." This project is likely to increase the speed of vehicles on Torresdale Avenue. This makes crossing the street more difficult and dangerous for pedestrians and makes drivers less tolerant of the transit vehicles that stop to receive and discharge passengers. Where is the transit preference in the signals? Where is the adequate time for pedestrians to cross? (Why do the lights usually change to stop walking before crossing even the first lane?) Where is the green-wave timing at a slow speed that is appropriate for a street lined with small businesses and homes?

*Is the current transportation project development process, including environmental reviews and public input, effective?*

No. A large portion of the funds is set aside for public transportation projects. However, the process for selection of public transportation projects is effectively closed to the public. When the list of projects, for example SEPTA's Capital Budget Proposal, is presented for public comment, it--like the TIP--is beyond the stage of being receptive to substantive change from the public. The futility of public involvement is conclusively demonstrated by the failure of efforts over many years of interested groups and individuals to have projects added, removed, or effectively modified. Public involvement is essentially a case of going through the minimal legal requirements without an intention of using the comments received to effectively change the proposals.

*Given financial constraints, are we spending money on the right types of projects?*

No. The decision process lacks cost-benefit analysis. Further, projects designed to reduce the need for funds through planning, non-construction programs, and education are absent.

Enclosed with our submission are two articles, *Highway Capital and Economic Productivity* and *It's the Regional Economy, Stupid! Misinterpreting the Benefits of Highway Construction*, from the February 1999 issue of Progress, the Surface Transportation Policy Project newsletter. The articles describe the minimal benefits from increasing highway capacity and how even those benefits are basically shifts from the portion of the region without the new capacity to the portion of the region with the capacity.



Example 1: The total financial picture includes the operating assistance for public transportation. SEPTA's farebox recovery ratio and ridership are both decreasing. This is increasing the burden on taxpayers for a declining benefit. Public transit projects should be designed to increase ridership and revenue while decreasing the operating assistance requirement.

Two large projects are projected to consume an enormous amount of funds. The likely result is an increase in the need for operating assistance. While they are at the extreme limits of project size, the same lack of an effective business-like decision process affects the entire project selection process.

Example 2: Numerous projects cite safety. The severity of injuries increases with the speed of the vehicles. Therefore, the most cost effective safety projects may be as simple as reducing the speed limit. Changing the speed limit signs is much less costly than any realignment, signal modifications, or other physical construction.

Example 3: The region is littered with "no pedestrian crossing" signs. What is a person expected to do at an intersection with "no pedestrian crossing" signs for every direction--fly? Effectively, life without constant use of an automobile has become illegal in much of the region. People are forced to move elsewhere or become motorists. Forcing people to use SOVs creates an artificial demand for expensive roadway capacity. Where is the TIP project to replace all the "no pedestrian crossing" signs with pavement crosswalk markings and "stop for pedestrians" signs?

*Is the TIP document easy to use? How could it be improved?*

Public understanding and, therefore, participation could be facilitated by the addition of two types of information:

The status of projects previously funded but no longer shown in the TIP, for example projects still under construction.

A description of projects proposed beyond the TIP period, including their relationship with projects in the TIP and with prior projects not yet completed.

This information may best presented in a document separate from the TIP, but made available concurrently with the TIP.

The TIP document itself could be improved with a table of contents listing the projects with the page number where the project appears in the document.



*NJDOT Statewide Line Items*

These items are described in only the most general manner. For example, the freight program could be highway, railroad, port, or airport facilities. For such vague projects an additional public comment process should be developed to obtain public input after individual project elements are developed before the elements reach the bid stage.

**Specific Suggestions for Changes to the TIP**

We recommend that a few projects, described below, be added to the TIP. Several are non-construction projects that are minor in scope relative to the typical TIP project. Others involve minor construction accompanied by a policy change. Only a few are of a sizeable nature. These larger projects would, of course, begin with various study phases so that the funding requirements within the TIP period are minor. We request that two projects be re-scoped. The reduction in scope of these two projects releases more than enough funding to cover all our other recommended changes, thus preserving the fiscally constrained nature of the TIP. A more extensive discussion of our public transportation recommendations is contained in our Consolidated Statement for the FY 2001 SEPTA hearings which is submitted with this statement.

Recommended new projects are as follows:

- A public education program to reduce congestion and pollution by encouraging walking and cycling for short trips. In a manner similar to the campaign to conserve energy some years ago in which office workers were encouraged to walk up one and down two floors instead of using an elevator, we suggest a "walk five [minutes], bike ten" in place of driving campaign. Elimination of many short vehicle trips could reduce traffic congestion in some locations much more effectively than constructing more lanes and adding evermore complicated signals.
- A study to develop a methodology to evaluate the cost-effectiveness of roadway segments and to develop a procedure to remove roadway segments not carrying sufficient traffic to cover their cost. In a manner similar to the process used by SEPTA to rank its routes, roadway segments could be evaluated for the ratio of gas tax revenue earned to operating and maintenance cost incurred. A minimum value would be set, below which, similar to SEPTA's routes, roadways would be abandoned if their usage could not be increased to produce sufficient tax revenue.
- A study to develop an effective means of consolidating responsibility for roadways. At present for example, a state highway within Philadelphia that is used by SEPTA's trolleys is maintained by at least four parties: SEPTA for the track area lanes, PennDOT for the non-track lanes, the City of Philadelphia for signs and pavement markings, and adjacent property owners for the sidewalks. Surely a process can be developed for "trading" such that the total



cost and work scope of each public entity was maintained, but that a single agency maintained all features of a given roadway segment. Even if PennDOT does not believe it can build track, PennDOT could trade parking lane paving to SEPTA in exchange for maintaining an equivalent amount of paving in SEPTA depots, parking lots, and other facilities.

- A public education program to inform the public of the tradeoffs involved in the regional economy. Specifically the program would include:

The cost of sprawl in terms of travel time, highway costs, utility costs, and social impacts such as the need to chauffeur children to all activities and the associated loss of neighborhood feeling.

The alternatives that are possible from policies that:

Provide for increased use of transit effectively.  
Provide for increased use of walking.  
Provide for increased use of bicycles.

The likelihood of future higher-than-present gasoline prices resulting from additional automobile use in developing countries including China, Brazil, and India where large populations will consume vast quantities of gasoline.

The relative regional competitive position, both current and projected, relative to other regions, some of which are making efforts to increase time and energy efficiency through policies to curb sprawl and reduce vehicle miles traveled.

- A study to establish guidelines for street-name sign location such that the signs are easily visible to passengers in transit vehicles. Numerous signs are now located too high to be seen by passengers not seated beside the windows. The recent trend to locate street-name signs only over the traffic lanes at intersections hides the signs completely from passengers in transit vehicles. Further, the highly tinted bus windows greatly restrict the passengers' ability to see the signs at night, especially those not well illuminated, small in size, or dark in color.

Guidelines would be developed to locate street-name signs at the height of bus windows, to make the signs large enough to read from the bus, and to coordinate street lights and street-name signs such that the signs are illuminated at night by the street lights.

- A study to determine the cost savings resulting from a reduced severity of accidents that would be associated with a reduction in the speed limit on congested roadways and intersections. The cost of vehicle and property damage, the cost of police tending to accidents, and the cost of medical care for accident victims would be evaluated relative to



the number and severity of accidents at various speed limits to determine the appropriate vehicle speed limits for various typical congestion situations. Thereafter, the lowering of the speed limit could be evaluated against construction modifications to determine the least costly means to resolve certain traffic situations--construction or a lower speed limit.

- A program to replace "no pedestrian crossing" signs with "stop for pedestrians in crosswalk" signs and associated intersection modifications including striping and pedestrian crossing signals.
- A study to develop project guidelines such that every highway construction project includes provision for pedestrians and cyclists, specifically including sidewalks, bicycle lanes, and provision for pedestrians and cyclists to safely and conveniently move through intersections.
- A study to determine how traffic elimination can improve the region. An article, *Remove It and They Will Disappear* from Surface Transportation Policy Project newsletter of March, 1998 on this topic is included with our submission.
- A study to determine a means to reduce the subsidy per transit passenger. Points A through I in pages seven through fifteen of our Consolidated Statement are generally applicable to all the public transportation operators in the region. Other means may also increase ridership in such a manner that the requirement of subsidy decreases. The purpose of this study would be to determine appropriate means to increase ridership while decreasing subsidy and to develop a mechanism for applying the means within the region. A significant change in agency direction might result, for example, from a policy that the top managers' salaries be contingent upon deficit reduction and only payable from the annual reduction in the deficit.
- A program to increase the effectiveness of public participation in the TIP by means of instituting a process through which the public could initiate the inclusion, or removal, of a project directly through the DVRPC without the need to go through other government bodies. In view of the completed nature of the TIP document at the time of public review, this may require that the future TIP begin at the public review of the previous TIP so that projects from the public can be processed effectively. Also, this may require that DVRPC, as the regional MPO, occasionally become the sponsor and lead agency on a worthwhile project not accepted by another agency.
- The following public transportation projects which are described in our Consolidated Statement:

A scope change to TIP# SEP04 to advance the acquisition of new trackless trolleys.

An extension of trackless trolley Route 66 to Franklin Mills.



An extension of trackless trolley Route 29 to Grays Ferry Avenue.

An extension of trackless trolley Route 29 to Pier 70.

An extension of trackless trolley Route 79 to Pier 70.

An extension of the Market-Frankford Subway-Elevated line westward to the Blue Route. For purposes of the TIP, the portion of this project within the TIP time frame would be the initial studies.

A scope change to projects TIP# S053, S073, and 9791 to partner with other agencies to build a quality Girard Avenue Light Rail Line specifically with neighborhood revitalization as an integral part.

A University City Streetcar Loop.

A Center City Streetcar Loop.

An Erie-Torresdale Light Rail Line.

A Northwest [Philadelphia] Historic Trolley Route.

A scope change to the Bus Purchase Program (TIP# S025) to begin acquiring fuel cell buses, and to acquire buses with improved suspension, air conditioning, and announcement/signage systems.

A study to develop vehicles that can be maintained entirely within the overnight and weekend periods so that the number of vehicles can be reduced to just the number required to provide the service.

A change in scope for TIP# S031 and S074 to reflect the effect on the region of funding both the construction cost and the future deficits and to reflect the realities of a project outside the operator's demonstrated area of interest and competence. Specifically, a change from the proposed scope to a busway over the R6 right-of-way from 30th Street Station through Norristown to King of Prussia, a purchase of service contract for additional bus service between Philadelphia and Reading, an extension of the Erie-Torresdale Light Rail line, a shorter routing for the R8 train, and Breeze-type bus services. Within the time frame of this TIP this change of scope would involve the initial study and design of the revised facilities and the purchase of Philadelphia-Reading bus service.



# CTC DELAWARE VALLEY CITIZENS' TRANSPORTATION COMMITTEE

814 Disston Street, Philadelphia, PA 19111 215-725-7951

June 8, 2000

To: Delaware Valley Regional Planning Commission

From: Lorraine Brill, Delaware Valley Citizens' Transportation Committee

Re: DVRPC Draft FY 2001-2004 Transportation Improvement Program for Pennsylvania, Project #9345, Krewstown Road over Pennypack Creek, Bridge Replacement - Comments and Recommendations.

I am Lorraine Brill, Chairperson of the Delaware Valley Citizens' Transportation Committee (DVCTC), and represent DVCTC on the Regional Transportation Committee of DVRPC.

We have been working with the "Coalition to Save the Olde Krewstown Road Bridge" (Coalition) for many years. DVCTC testified about this project in the FY 1997-2000 TIP, and the FY 1999-2002 TIP (copy of statement enclosed). We continue to oppose the construction of a new bridge, and advocate rehabilitation of the existing bridge. We are pleased to see that the FY 2001-2004 Draft TIP postpones construction funds to later years beyond FY 2004; however DVCTC would like the description of Project #9345 changed to a bridge rehabilitation project.

Attached herewith is a copy of a letter (dated 12/23/99) the Coalition received from State Senator Frank Salvatore re Act 53 of 1999. This Act limits the use of state funds for the Krewstown Road Bridge for rehabilitation purposes only.....the money cannot be used for a replacement bridge!

The City of Philadelphia's FY 2001-2006 Capital Program, approved by City Council on 3/30/00 and signed by the Mayor on 4/11/00, also identifies the Krewstown Road Bridge Project for FY 2003 as a rehabilitation project, funded as:

Local -	\$ 460,000
State -	805,000
Federal -	4,485,000
Total	\$ 5,750,000

On January 26, 1999, I met with Paula Estornell and Darrin Gatti of the Philadelphia Department of Streets to discuss the Krewstown Road Bridge project. Enclosed is their position given to me at that time. We submitted this information to our Traffic Engineering consultant, Robert Pearson, who responded with his comments of 7/20/99 (copy attached). These comments were sent to Commissioner Moy, Philadelphia Department of Streets, on 10/7/99 but we never received an answer. Copies were also sent to PADOT, DVRPC, FHWA, Mayor's Office of Transportation, and State Senator Frank Salvatore.

The Urban Engineers Environmental Study referred to in our statement of 12/7/98 should be finalized in the near future, and we have asked John Lutz, Chief Bridge Engineer, to make copies of the study available to interested parties, such as the Coalition and DVCTC; DVRPC should also request a copy.



**COMMENTS ON TIP**

Pennsylvania Subregion

Adopted January 1999

Submitted by Illy Sobel

May 31, 2000

My comments refer to attention for Route 200 Section 100,200. A severe congestion pattern has developed in this corridor and is getting rapidly more aggravated. PennDOT contracted with Urban Engineers to produce a Congestion Management System Analysis of this corridor, S.R. 0202 Section ES1. It was issued in August 1997.

There are conclusions and recommendations in the report that need to be implemented at this time. The report determined that six lanes need to be put in place. This must be put in the PennDOT planning process over the next 4 to 10 years. The report also called for a set of alternatives, which have so far received limited considerations. I suggest the consideration of these recommendation begin now to provide early relief, and produce improvement in air quality at an early date.

These recommendations from the CMS are as follows:

1. Provide bus service along the corridor. To be effective the service must be considered from the Wilmington RR station in Delaware, across the state border to Westchester in Chester County.
2. Effort to involve DelDOT and DART in Delaware, along with PennDOT and SEPTA needs to be supported. This effort has begun but much remains to be discussed and carried forward. A support item should be introduced in the current TIP schedule.
3. The study calls for infra-structure improvements on the corridor to make bus service feasible. The roadsides at potential bus stops must



be made pedestrian friendly. This includes bus pull-offs, shelters for passengers, and crossovers for pedestrian use over the roadway.

4. Consideration for traffic lights with provisions for bus control pre-emption to facilitate a higher, more attractive level of service.

5. Develop plans for Transit Oriented Development along the corridor. This is being implemented currently by DVRPC and Delaware and Chester County Planning.

6. Provide Park-and-Ride sites so each bus stop can service the surrounding territory.

This planning work should proceed in this FY so the work to produce transit service is not totally sequential. The implementation of infrastructure will take several years, but early planning and insights needs to be initiated at this time and made available for the road planning and construction phase.

It would be highly desirable for service to proceed at an early date before full scale highway improvements can be completed. The TIP for this proposed project should <sup>be</sup> considered and added to the work for the next FY. It could be an addendum to the TOD planning that DVRPC is currently undertaking in the Route 200 corridor.



ID #31

## Ed Sabol

**From:** Ed Sabol  
**Sent:** Monday, June 19, 2000 2:25 PM  
**To:** 'tip-plan-comments@dvrpc.org'

**Importance:** High  
**Sensitivity:** Confidential

Ladies & Gentlemen,

Your planning on projects around the 422 route need revising! It won't matter what work is done on Rt. 202; if you still back up onto it (Rt. 202) from the route 23 interchange on 422! To provide the kind of relief that the 202/76/422 interchange area needs - you need to accomplish several things.

- Traffic onto 76 West must enter without, 202 south/ 422 west/ or Warner road traffic crossing through it. Site of numerous accidents and several fatalities. Could be accomplished with an overpass.
- 23 west traffic from 422 west must not cross traffic getting onto 422 west from 23 east. This exit needs to be eliminated and combined with the 23 east exit (A light would work well here - just like the one on the other 422 off ramp).
- 23 east onto 422 west should be rerouted and premerged (can still go under 23) with traffic entering 422 from 23 west. A timing device then should be installed to limit the number of cars merging at once from 23 onto 422 west.
- The Old Betzwood Bridge needs to be completed in 2001-2002 not 2003! The number of cars entering 422 (both west and east) just to cross the river has dramatically increased over the last 5 years due to the incredible growth of west Norriton and lower providence.
- The width of Gulph road in the west bound direction needs to be widened to two lanes for the 300 feet preceding the Rt. 23 intersection. with the right lane being made a dedicated right turn lane. Currently traffic routinely drives over the double yellow lines to pass traffic that is waiting to turn right. This is further aggravated by the fact that the road goes from two lanes to one lane then widens back up to two lanes about 150 feet later; just preceding the light at Rt.23.
- The balance of the work along the Old Betzwood bridge looks OK, except there is no distinct showing of the replacement of the Old Steel Bridge over the Rail Tracks that still exists. This bridge will most likely be found to be defective AFTER THE ROAD IS REOPENED!

You know that the Rt. 422 bridge over the Schuylkill River is the only available crossing for miles of congested roadway in each direction!

I can appreciate the amount of time and effort that goes into planning; but if you don't reach out to the community to ask them what they need - you will get what we have here! I believe that a two or three day period of handing out flyers at intersections near proposed work areas could generate volumes of practical solutions - many which may come out more cost effective to produce than the ones generated by the local authority or of hired engineering firms! This local request for input should be made (And made VERY public) before the final proposals go through. NJ does a much better job of finding out what the local residents want - since obviously the DVRPC operates also in NJ I can only surmise that the better job is due to diligence by the Local Authority (I lived in NJ during the construction of Route 55).

Please let me know if I can be of any assistance in making the stated improvements happen.

Sincerely,

**Eddie Sabol**  
Senior Project Manager  
Foamex International Inc.  
1500 East Second Street  
Eddystone, Pa. 19022-1589  
610.499.7898 Voice  
610.499.3536 Fax  
Mailto:Eddie.Sabol@Foamex.com



ID #32

**Tip Plan Comments**

**From:** Messina, Joseph M [joseph.m.messina@lmco.com]  
**Sent:** Friday, June 09, 2000 3:26 PM  
**To:** 'tip-plan-comments@dvrpc.org'  
**Subject:** tip plan comment

Traffic is horendous on gulf rd going west past the convention center to 23 to get onto 422.

As gulf rd goes up the hill to 23 (intersection of 23 & outer line drive, entrance to park) 2 lanes of traffic turn into 1. This is an accident waiting to happen. I travel this way every day.

Would like to see that small stretch of gulf rd widened into 2 lanes.

Can this be put into the plan ??



ID #33

**Tip Plan Comments**

**From:** HJmars70@aol.com  
**Sent:** Tuesday, May 30, 2000 6:54 PM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** New Traffic Light

After reviewing info available on the Internet related to plans on the TIP I was unable to locate any reference to a light being installed at the dangerous intersection Rt. 422 & 724. Many people feel that making a left hand turn anytime at the off ramp is hazardous. Heavy traffic and back-ups on the ramp occur throughout the day. Is something being planned to correct this in the near future? If not, area residents would like to know why! Thank you.

Helen Marshall



ID # 34

**Tip Plan Comments**

**From:** Mcget@aol.com  
**Sent:** Tuesday, June 20, 2000 9:43 PM  
**To:** tip-plan-comments@dvrpc.org; Chris.Zearfoss@phila.gov;  
william.johnson@phila.gov; michael.nutter@phila.gov; Joseph.syrnick@phila.gov;  
James.Kenney@phila.gov; bikesuemc@bcdv.com  
**Subject:** The Philadelphia Bike Network

Greetings: this letter is to ask for your support for the Philadelphia Bike Network. The Streets Department has cut this important project from the TIP (transportation Improvement Program) which will cause Philadelphia to lose federal transit dollars.

The Bike Network will help all Philadelphians ride more often and more safely.

Help make our streets safer and our air cleaner.

Thanks for your support.

I look forward to a city in which children can again safely ride to school, and where working people can enjoy a safe form of transportation.

sincerely,  
Michael McGettigan  
627 S. 27<sup>th</sup> St.  
Phila. PA 19146



ID #35

**Tip Plan Comments**

**From:** Jennifer Escorcio [geekgirl@freewwwweb.com]  
**Sent:** Tuesday, June 20, 2000 5:39 AM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** Comments

To Whom it May Concern:

I'm deeply concerned that there tip-plan does not include funding for the Philadelphia Bicycle Network. I commute from NE Philly to Temple University each day via bicycle.

The bike lanes are important for my safety enroute.

Thank you,

Jen Escorcio  
4043 Aldine St  
Philadelphia, PA 19136



ATT00006.txt

Dear DVRPC

I am concerned to hear that the Philadelphia Bike Network has not been included in the draft TIP which should include a plan for a Bike Network in the Delaware Valley. Encouraging bike use for commuting by making roads more bike friendly, will reduce road congestion, air pollution and is healthier for individuals to use for travel, shopping and leisure activities. Please reconsider this important funding.

Robin Pixley, Ph.D.  
Temple University School of Medicine  
The Sol Sherry Thrombosis Research Center  
3400 North Broad Street  
Philadelphia, PA 19140  
(215) 707-4440  
FAX (215) 707-7863  
robpixly@astro.ocis.temple.edu



**Tip Plan Comments**

**From:** David L. Johnson [david.johnson@lehigh.edu]  
**Sent:** Monday, June 19, 2000 3:20 PM  
**To:** tip-plan-comments@dvrpc.org; John.Street@phila.gov; WilliamJohnson@phila.gov;  
Chris.Zearfoss@phila.gov  
**Subject:** Draft TIP and the Bike Network

It is my understanding that the draft TIP includes no provision for the Philadelphia Bike Network. The Bike Network is a vital part of transportation planning in the region. Bicycle transportation should be encouraged rather than discouraged, and the safe sharing of resources between automobile and bicycle traffic is a cost-effective way to both lessen traffic congestion and improve our region's health.

If the Bike Network is kept out of TIP, then planning will be made without considering a large and growing segment of the region's traffic. The result of that will be increased difficulties between automobiles and cyclists, including traffic fatalities, and increased congestion to the extent that fewer people ride bicycles than would have been the case with well-planned routes.

I trust the Bicycle Coalition of the Delaware Valley to present a rational and safe plan for integrating bicycle traffic in to the transportation future of Philadelphia. Please consult with the Coalition before proceeding with a final TIP document.

--

David L. Johnson      david.johnson@lehigh.edu  
Department of Mathematics      <http://www.lehigh.edu/~dlj0/dlj0.html>  
Lehigh University  
14 E. Packer Avenue      (610) 758-3759  
Bethlehem, PA 18015-3174



ID #38

**Tip Plan Comments**

**From:** John Arnold [J\_Arnold@fccc.edu]  
**Sent:** Monday, June 19, 2000 10:07 AM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** don't omit bike network

I am writing to express my deep concern about the omission of the Philadelphia Bike Network from the Draft Transportation Improvement Plan. Bicycling is integral to fighting pollution and gridlock and congestion and it is very short-sighted not to support bicycle initiatives.

Thank you.  
John Arnold  
340 Gates Street  
Philadelphia PA 19128



ID #39

**Tip Plan Comments**

**From:** Paul Riley [rileyduff@hotmail.com]  
**Sent:** Saturday, June 24, 2000 10:32 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** john.street@phila.gov  
**Subject:** Bike Network

Hello. I would like to express my ardent support for inclusion of the Philadelphia bicycle network into the DVRPC TIP. I bike everyday around Philadelphia between my home in Mt. Airy, Temple University Hospital, and Center City, and have seen for myself that Philadelphia needs desperately to make its streets more accessible to bicyclists. Addition of more bike lanes, bike racks, and bike paths needs to be done to lessen the impact of cars on Philadelphia's quality of life. The streets are already very intimidating to bicyclists and pulling of funding from the bicycle network will just make the problem worse. Much is needed in the way of education as well to encourage more people to commute by bicycle. Every person on a bicycle is a victory for the environment as well as the individual's health and well being. Thank you.

Paul Riley  
Graduate Student, Biochemistry Dept  
Laboratory of Peter N. Walsh, MD, PhD  
Temple University School of Medicine  
3400 N. Broad St. #311  
Philadelphia PA 19140  
W) (215) 707-4155  
[priley@astro.temple.edu](mailto:priley@astro.temple.edu)

---

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ID #40

**Tip Plan Comments**

**From:** rlampert@harcourt.com  
**Sent:** Monday, June 19, 2000 4:17 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** michael.nutter@phila.gov; thomas.branigan@phila.gov  
**Subject:** 2001-2003 TIP; comment on TIP #9555

I write on behalf of East Falls Community Council (EFCC), the broad-based organization of residents with primary concern for quality-of-life issues.

TIP #9555/MPM #17582 alludes to the "realignment" of the intersection of School House Lane and Ridge Avenue. This community is concerned about the prospect of increases in both traffic volume and traffic speed on School House Lane. In particular, any realignment that promotes increased access between the City Avenue off-ramps to Ridge Avenue with School House Lane would be particularly objectionable to a wide cross-section of EFCC's members.

In addition to passing through a quiet residential area, School House Lane also bisects the campuses of two significant educational institutions, namely, Philadelphia University and William Penn Charter Academy. With students ranging in age from 6 through their early 20's crossing this thoroughfare throughout the day and evening, heavier traffic would be a severe detriment to the educational programs of these vital institutions.

We urge you to refrain from measures that would tend to increase traffic volume or traffic speed on School House Lane. Please keep me informed of your plans in this regard, so that I in turn may keep my members appropriately informed.

Sincerely,

Richard H. Lampert  
President, East Falls Community Council  
3122 West Coulter Street  
Philadelphia, PA 19129  
Phone 215-238-5027  
Fax 215-238-8483



# **Buchanan Ingersoll**

PROFESSIONAL CORPORATION

Attorneys

Antoinette R. Stone  
215-665-3819  
stonear@bipc.com

Eleven Penn Center, 14th Floor  
1835 Market Street  
Philadelphia, PA 19103-2985  
Telephone: 215-665-8700  
Fax: 215-665-8760

June 19, 2000

## **VIA REGULAR MAIL**

Mr. John J. Coscia, Executive Director  
Delaware Valley Regional Planning Commission  
The Bourse Building, 8th Floor  
111 South Independence Mall East  
Philadelphia, PA 19106-2515

**RECEIVED**

JUN 20 2000

**Re: Proposed TIP for FY 2001  
School House Lane Project**

DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION

Dear Mr. Coscia:

I am writing to comment on the proposed TIP for FY 2001 and in particular the portion dealing with School House Lane.

I am a resident of the East Falls neighborhood in the northwest section of the city. For several years, our neighborhood has been battling the Streets Department over its plan to widen School House Lane and realign it at its base. Most of the residents of this neighborhood oppose this project because it would introduce an increase in the volume and speed of traffic that flows through our neighborhood. A report by an independent civil engineer engaged by the neighbors states that this increase would cause a safety hazard because of the proposed design and the nature of the traffic that already uses this street. All of the residents of School House Lane between Gypsy Lane and Henry Avenue, all of the residents of the so-called "new homes" on School House Lane above the SEPTA tracks, all of the residents of Timber Lane (including Senator Arlen Specter) and many of the residents of Apalogen Road are vehemently opposed to this ill-conceived project. However, to put it bluntly, our entreaties have fallen on deaf ears.

Although we have proven that the proposed widening is not required by any law or regulation at the local, state or federal level, and that the project would create a serious safety hazard, the Streets Department has insisted on pursuing this project. We have proposed a compromise, but it has been rejected out of hand by the Streets Department. I am enclosing copies of several petitions signed by residents of our neighborhood, together with other documentation showing the extent of neighborhood opposition, the nature of the compromise we have proposed and the report of the engineer we consulted on this project.

I am sure you appreciate the fragility of residential neighborhoods in old and troubled cities like Philadelphia. It seems obvious that the City should nurture and protect neighborhoods that have survived and prospered. It seems equally obvious that projects like the one proposed



**Buchanan Ingersoll**  
PROFESSIONAL CORPORATION

ID #41

June 19, 2000

Page - 2 -

for School House Lane could, practically overnight, upset the delicate balance that has so far allowed neighborhoods like ours to remain stable, safe and attractive. Philadelphia desperately needs to maintain this type of neighborhood. We fear that the Streets Department's plan will actually destroy it, all in the name of facilitating high speed, high volume traffic.

We therefore strenuously object to the proposed plan for School House Lane. Please file this letter in the official comment file for the proposed TIP for FY 2001.

Very truly yours,



Antoinette R. Stone

Enclosure



APPENDIX RE: SCHOOL HOUSE LANE

1. Minutes of meeting of the community, November 21, 1994, where the entire community unanimously resolved "that the street not be expanded more than its current width" and that repairs be done "without widening School House Lane"
2. John Sokol, P.E. letter of April 18, 1997 that there are no AASHTO regulations requiring a widening
3. John Sokol, P.E. letter of May 6, 1997 that the City has cited regulations for new construction which do not apply to the rehabilitation of School House Lane; City's proposal not good for community
4. Bill Prosser, of Federal Highway Administration, memo of May 14, 1997, that federal authorities would approve repair without widening
5. James Ritzman, of PennDot, memo that state authorities would approve repair without widening
6. John Sokol, P.E. letter of June 4, 1997: Federal Highway and PennDot letters (and AASHTO standards) prove no requirement for widening; the Street Department has misrepresented these regulations; the community itself has gotten the approvals the Streets Department claimed it could not get; wider road would attract more cars going faster and is less safe; City can and should agree to maintain present width
7. Petitions from the community to Mayor Rendell, Councilman Nutter and Commissioner Moy endorsing compromise:
  - a. Repair School House Lane as soon as possible
  - b. No widening between Henry and Gypsy; widening to 28 feet OK between Gypsy and Ridge
  - c. Safe sidewalk for Textile



ID #42

### Tip Plan Comments

**From:** MarciaRyan [MarciaRyan@nextcity.com]  
**Sent:** Tuesday, June 20, 2000 9:20 AM  
**To:** tip  
**Subject:** public comment



ATT00007.html

Tuesday, June 20, 2000

Delaware Valley Regional Planning Commission

By e-mail: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)

To whom it may concern:

Re: Draft FY 2001 Transportation Improvement Program for Southwestern  
New Jersey and Southeastern Pennsylvania: Volume III—Pennsylvania  
Subregion

Please accept the following text as my comment toward the draft for public review. Thank you.

Sincerely,  
Marcia Ryan  
Resident of London Grove Township  
Chester County, PA

PA 41, Delaware state line to PA 926, Reconstruction/New Capacity, TIP #6719. I would like to request that the project not be exempt from the conformity analysis according to the Clean Air Act regulations due to the fact that the project will provide new capacity. Furthermore, I am concerned that a Major Investment Study (MIS) will not be conducted, limiting decision making solely to road-building advocates while jeopardizing exceptional, fertile farmland. Therefore, I would like assurances that secondary impacts analyses will be conducted to include the effects of induced traffic and development in the region. I find that there is too much emphasis on funding truck transportation for freight and not enough on developing rail transportation alternatives. Finally, I would like to request that funding in Later Fiscal Years reflect safety improvements in the road and effective enforcement to ensure compliance with all safety regulations by large, long-haul trucking operators rather than reflect expansion of a two-lane regional state road to a subsidized multipurpose four-lane interstate highway traversing rural and natural landscapes.



**Tip Plan Comments**

**From:** Derek J Greenauer [greenauerd@juno.com]  
**Sent:** Wednesday, June 21, 2000 4:27 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** adinniman@chesco.org; kmartynick@chesco.org; channa@chesco.org;  
save@kennet.net  
**Subject:** TIP #6719 Public Comment

PA 41, Delaware state line to PA 926, Reconstruction/New Capacity, TIP #6719. Being a resident of this area and generally concerned about the health of our collective environment and about the safety of our roads, I am very disappointed that Chester County's recommendation for \$60 million was overlooked in favor of a TIP of \$107.5 million. Therefore, I would like to suggest that funding for this improvement project reflect a commitment to increased safety and enforcement instead of increased lanes and automobiles.

Another issue concerns me, our air quality. We currently live in a non-attainment area which means that our air is not up to federal standards. I find it astonishing that the TIP is exempt from adhering to the Clean Air Act when our air is already of very poor quality. Ignoring this fact is gambling with people's lives. Air pollution has been linked to heart and lung disease, along with asthma. Emissions from automobiles and trucks also contribute to global warming. By increasing lanes, which will increase vehicles, both passenger and commercial on this road, we are ignoring the environmental and health risks associated with air pollution, which will certainly increase in this area should two more lanes be added to the existing roadway. I would like to suggest that the DVRPC reverse its decision as it pertains to conformity analysis. Please do not jeopardize our environmental and public health so that you might be able to decrease perceived congestion. Furthermore, please follow the spirit of our environmental laws and do not try to sidestep them by searching for loopholes that allow you to escape compliance.

I hope you can re-address these mistakes, which will impact people all over the area, especially young children and the elderly. I want to see Route 41 kept to two lanes not only to make the road safe but for the air we all breathe.

Sincerely,

Derek Greenauer

---

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<http://dl.www.juno.com/get/tagj>.



ID #44

**Tip Plan Comments**

**From:** Winters, Matthew S. (Field) [matthew.s.winters@wawa.com]  
**Sent:** Thursday, June 22, 2000 7:45 AM  
**To:** 'tip-plan-comments@dvrpc.org'  
**Cc:** 'AndrewDinniman-adinniman@chesco.org.'; 'KarenMartynick-kmartynick@chesco.org.'; 'ColinHanna-channa@chesco.org.'; 'S.A.V.E.-save@kennet.net'  
**Subject:** RT 41

**To whom it may concern**

June 22, 2000

PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity, TIP #6719. Being a resident of this area and generally concerned about the health of our collective environment and about the safety of our roads, I am very disappointed that Chester County's recommendation for \$60 million was overlooked in favor of a TIP of \$120million. I would like to suggest that funding for this improvement project reflect a commitment to increased safety and enforcement instead of increased lanes and automobiles.

Surely, financing this large must mean that a 4 - lane highway is the Delaware Valley Regional Planning Commission's (DVRPC's) preferred improvement for Route 41. I am very disappointed that the DVRPC and its chairman, Colin Hanna are taking a stance away from what a majority of Chester County's planning commissioners endorsed. According to traffic counts, Route 41 does not warrant any additional capacity except in Avondale, where S.A.V.E. proposes additional travel lanes. Please let our county as a whole decide what is best for its residents and not for its isolated individuals with vested interests.

Sincerely,

Matthew S. Winters



**Tip Plan Comments**

**From:** Rikiwarior@aol.com  
**Sent:** Wednesday, June 21, 2000 1:24 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** adinniman@chesco.org; kmartynick@chesco.org; channa@chesco.org;  
 jim\_tripp@edf.org; pagroupnews@cpc.chespub.com  
**Subject:** TIP public comment



DVRPCR - 4.DOC

PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity, TIP

#6719.

It is unclear to me how TIP #6719 is exempt from the conformity analysis according to the Clear Air Act regulations for a number of reasons. 1. The area of this project is a non-attainment area. 2. The Plan and TIP must contribute to emissions reductions in ozone and CO in nonattainment areas [51.436 and 51.438] DVRPC. 3. What are the guidelines that allow the investment of taxpayers' dollars (\$6,750,000) toward an Environmental Impact Statement studying New Capacity in this area if it will not conform? 4. Can the federal government fund road expansion in a non-conforming area? 5. Cars and trucks produce emissions that contribute to smog, and therefore to global warming, and to serious health effects such as asthma. What are the costs and what are the benefits to public health when building a new road?

For a fraction of the cost, Route 41 could be made a safer road for the whole 19 miles of the corridor. The numbers assembled by KCI, PennDOT, and David Horner, S.A.V.E.'s traffic engineer, show that Avondale Borough is the only area that warrants two additional travel lanes for approximately 1.5 miles, not 9.5 miles. The solution of a two-lane road could very well address the safety issue better than a four-lane road.

Therefore, it is fair to conclude that the construction of a four- to six-lane road will only be a generator of SPRAWL, which brings about loss of farmland, degradation of watersheds, and higher taxes, and that will promote more traffic, higher speeds, and more deaths in the northern end of Route 41.

Negative Impacts of Sprawl in the Route 41 Area.

**Economics**

1. Farming is the number one industry in both Chester and Lancaster Counties. 2. Road expansion will benefit developers because it is cheaper for them to develop farmland rather than infill. 3. Agriculture is an economic engine that brings in substantial revenues and will be negatively affected. 4. Due to sprawl, this area is the second most threatened agricultural farmland in American (American Farmland Trust / Governor Ridge's 21 Century Environmental Report).

**Water Quality**

1. It makes economic sense to protect our watersheds. NYC, Atlanta, Portland, and many other metropolitan areas are spending billions of dollars protecting their watersheds because it is cheaper to protect watersheds than to clean up polluted water. Also the quantity and quality of drinking water are both improved (CNN Report and NY TIMES) 2. Route 41 runs through five watersheds that are municipal drinking water supplies? 3. Less and less pervious surface cause more and more flooding. What is the cost of flooding in terms of employment, property damage, lost crops, and erosion of soils?



## Transportation

By the time a road is built, the sprawling effects will have adverse effects on what might have been benefits in travel time to the trucking industry.

I applaud and endorse the Chester County Planning Commission's (CCPC's) endorsement made in October 1999 of \$60 million to address the need for safety improvement on Route 41. It is my understanding that the safety of Route 41 residents and motorists is the top priority, not added capacity in rural and natural landscapes, which I heard firsthand from within the Commission is inconsistent with Chester County's, national award-winning, Comprehensive Plan Landscapes.

I hope that Chester County Commissioners will not override the CCPC in their recommendation.

Rikki Morley Saunders

S.A.V.E.

Safety Agriculture Village Environments



**Tip Plan Comments**

**From:** Spurdle, Andrew (US - Chadds Ford) [aspurdle@dc.com]  
**Sent:** Thursday, June 22, 2000 9:43 AM  
**To:** 'tip-plan-comments@dvrpc.org'  
**Cc:** 'adinniman@chesco.org'; 'kmartynick@chesco.org'; 'channa@chesco.org';  
'save@kennet.net'  
**Subject:** PA 41, Delaware State Line to PA 926



ATT00001.html

June 22, 2000

## Transportation Improvement Project (TIP) public comments

Re: PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity,  
TIP  
#6719.

Dear Sir or Madam,

Being a resident of this area and generally concerned about the health of our collective environment and about the safety of our roads, I am very disappointed that Chester County's recommendation for \$60 million was overlooked in favor of a TIP of \$120million. I would like to suggest that funding for this improvement project reflect a commitment to increased safety and enforcement instead of increased lanes, automobiles and urban/suburban sprawl.

Surely, financing this large must mean that a 4 - lane highway is the Delaware Valley Regional Planning Commission's (DVRPC's) preferred improvement for Route 41. I am very disappointed that the DVRPC and its chairman, Colin Hanna are taking a stance away from what a majority of Chester County's planning commissioners endorsed. According to traffic counts, Route 41 does not warrant any additional capacity except in Avondale, where S.A.V.E. proposes additional travel lanes. Please let our county as a whole decide what is best for its residents and not for its isolated individuals with vested interests.

Sincerely,

Andrew J. Spurdle  
321 Ellicott Road  
Avondale, PA 19311



ID #47

-----Original Message-----

**From:** Spurdle, Andrew (US - Chadds Ford)

**Sent:** Thursday, June 22, 2000 9:43 AM

**To:** 'tip-plan-comments@dvrpc.org'

**Cc:** 'adinniman@chesco.org'; 'kmartynick@chesco.org'; 'channa@chesco.org'; 'save@kennet.net'

**Subject:** PA 41, Delaware State Line to PA 926

June 22, 2000

Transportation Improvement Project (TIP) public comments

Re: PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity, TIP #6719.

Dear Sir or Madam,

Being a resident of this area and generally concerned about the health of our collective environment and about the safety of our roads, I am very disappointed that Chester County's recommendation for \$60 million was overlooked in favor of a TIP of \$120million. I would like to suggest that funding for this improvement project reflect a commitment to increased safety and enforcement instead of increased lanes, automobiles and urban/suburban sprawl.

Surely, financing this large must mean that a 4 - lane highway is the Delaware Valley Regional Planning Commission's (DVRPC's) preferred improvement for Route 41. I am very disappointed that the DVRPC and its chairman, Colin Hanna are taking a stance away from what a majority of Chester County's planning commissioners endorsed. According to traffic counts, Route 41 does not warrant any additional capacity except in Avondale, where S.A.V.E. proposes additional travel lanes. Please let our county as a whole decide what is best for its residents and not for its isolated individuals with vested interests.

Sincerely,

Karen E. Spurdle  
321 Ellicott Road  
Avondale, PA 19311



**Tip Plan Comments**

**From:** James P. Foster [fosterjp@brandywine.net]  
**Sent:** Friday, June 23, 2000 5:59 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** adinniman@chesco.org; kmartynick@chesco.org; channa@chesco.org;  
save@kennet.net  
**Subject:** Rt. 41 Plans

Re: PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity, TIP

#6719

I have watched the process of upgrading route 41 for some time and it seems clear to me that the road builders are once again playing into developers hands. I was involved in similar debates in the 1970's in Modesto, California. Circular logic was used then - we need the roads because of traffic projections - of course build the road and the traffic will come. Developers must be very anxious to have this bypass installed because the new intersection at 1 and 41 will finally create opportunity to build a mall and extend sprawl to our area. In fact this bypass and attendant intersections will open up the whole western side of Chester county to development given that the commute time to Wilmington will be reduced.

Roads lead to growth. I would like someone to convince me otherwise.

I find it ironic that today in Chester County Governor Ridge signed into law growth governing legislation yet the county cannot have its voice heard in road construction. What is wrong with this picture. I also feel that to spend 120 million dollars to get bananas to Cleveland and Detroit faster is a bit absurd and reeks of pork. I live in Avondale and do not find the traffic to be particularly burdensome.

The area is also trying to preserve the White Clay Creek watershed. How can 2 new 4 lane highway bridges square with that goal. Not only will riparian habitat be broken rather extensively at 2 sites it will also increase pollution in the creek.



**Tip Plan Comments**

**From:** CONNIEWALE@aol.com  
**Sent:** Friday, June 23, 2000 8:03 AM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** adinniman@chesco.org; kmartynick@chesco.org; channa@chesco.org;  
save@kennet.net  
**Subject:** TIP #6719

PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity, TIP#6719. The DVRPC appears to be committed to increase capacity on RT. 41 as evidenced by their support for the \$107 million and not the \$60 million that is the recommendation of Chester County. I would like to see DVRPC support safety improvements on the road and not the increase in capacity. I am surprised DVRPC is not supporting what a majority of Chester County's Planning Commissioners endorsed. The Landscapes Plan for Chester County cannot be implemented if special interests build infrastructure, which is contrary to keeping the area open. The money to buy up the development rights, as the pressure from developers increases with the infrastructure of the road, is not there. Why not give some area of DVRPC the opportunity to remain in farm land and open space? Why not look around the region and see the development roads induce?

Thank you for your time .

Connie Alegranti  
London Grove Township  
[conniewale@aol.com](mailto:conniewale@aol.com)



ID #50

**Tip Plan Comments**

**From:** Chris Ferrier [cferrier@fast.net]  
**Sent:** Friday, June 23, 2000 12:10 AM  
**Cc:** tip-plan-comments@dvrpc.org; adinniman@chesco.org; kmartynick@chesco.org;  
channa@chesco.org; save@kennet.net  
**Subject:** rt 41

June , 2000

PA 41, Delaware State Line to PA 926, Reconstruction/New Capacity, TIP #6719. Being a resident of this area and generally concerned about the health of our collective environment and about the safety of our roads, I am very disappointed that Chester County's recommendation for \$60 million was overlooked in favor of a TIP of \$107 million. I would like to suggest that funding for this improvement project reflect a commitment to increased safety and enforcement instead of increased lanes and automobiles.

Surely, financing this large, must mean that a 4 - lane highway is the Delaware Valley Regional Planning Commission's (DVRPC's) preferred improvement for Route 41. I am very disappointed that the DVRPC is taking a stance away from what a majority of Chester County's planning commissioners endorsed. According to traffic counts, Route 41 does not warrant any additional capacity except in Avondale, where S.A.V.E. proposes additional travel lanes. Please let our county as a whole decide what is best for its residents and not for its isolated individuals with vested interests.

Sincerely, Chris Ferrier  
128 Myrtle Ave  
West Grove, PA





(TD #51)  
**LAMB, WINDLE & McERLANE, P.C.**

24 EAST MARKET STREET, P.O. BOX 565, WEST CHESTER, PA 19381-0565

James C. Sargent, Jr.  
Voice: (610) 701-4417  
Fax: (610) 692-0877  
jsargent@chescolaw.com

June 16, 2000

**VIA FACSIMILE: 215-592-9125**

Mr. Barry Seymour  
Delaware Valley Regional Planning Commission  
Bourse Bldg., 8th Floor  
111 So. Independence Mall East  
Philadelphia, PA 19106-2515

**RE: Route 41**

Dear Mr. Seymour:

Below is a list of consultants which I ask that you consider as potential candidates for performing the land use study along of Route 41:

- DPZ, A. Duany, E. Palter - Zyberk  
1023 SW 25th Avenue  
Miami, FL 33135  
305-644-1023 - tel 305-644-1021 - fax
- Mark Schimmenti 865-524-9018
- Victor Dover 305-666-0446
- Ed Risse 703-968-4300
- Michigan Land Use Institute  
Kelly Thayer 231-882-4723 Ext 13  
Paul Bruce 517-739-3640 for US 23 Freeway Alt.
- Prof. Tim Kelsey  
State University of PA  
Dept. of Agricultural Economics, Armsby Bldg.  
University Park, PA 16802  
814-865-2561

In addition, I understand that the TIP for Chester County still reflects a figure of some \$107 million for Route 41 improvements in "later fiscal years." This is inconsistent with Chester County's Comprehensive Plan, Landscapes, and with Pennsylvania's public policy of preserving the invaluable and

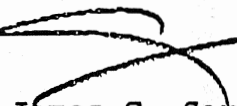


Mr. Barry Seymour  
June 16, 2000  
Page 2

ID #51

uniquely fertile farmland of Chester and Lancaster Counties.  
Would you please explain why the Tip still contains this larger  
amount? Thank you.

Very truly yours,



James C. Sargent, Jr.  
Member, Chester County  
Planning Commission

JCS/par

cc: Mr. William H. Fulton, AICP  
Mrs. Rikki Saunders





## Summary of Oral Comments Presented at DVRPC Draft TIP Public Meetings

---

### Opposition to Blair Mill Road Widening

#### A. Problems with PennDOT Process

1. Meeting notification - wider scope of people need to be notified, not just property owners along Blair Mill; also need better methods of notification
2. Need timely resolution of issue; being in limbo is unacceptable
3. Feel that the decision makers are focused on accommodating big business and politicians at the expense of the people who actually live there
4. Real estate agents not being aware of and open about PennDOT studies

#### B. Existing Conditions, Problems, and Issues

1. Traffic problems occur mostly during peak hours
2. Level of congestion is to the point where residents have difficulty exiting their driveways during peak hours
3. Congestion is caused in part by the difficulty in making left turns at certain intersections and back-ups associated with the Turnpike entrance, forcing motorists to use other roads, including Blair Mill Rd.
4. Safety issues- speeding, especially in area of parks and playgrounds
5. Truck traffic - inability to turn properly causes backups; excessive speeding; noise
6. Poor air quality, particularly due to trucks (soot, dust)
7. Lack of police presence and enforcement of speed limit
8. Problems are caused not by residents, but by commuters to Prudential and other businesses, and trucks from the nearby UPS facility.

#### C. Problems with Road Widening

1. Would exacerbate existing problems
2. Would make congestion worse, not better
3. Property values will plummet
4. Use and enjoyment of property will be drastically diminished
5. Too drastic - should consider lower impact solutions first (i.e., improve intersections and add Turnpike interchange ramps)
6. Partial taking of property not acceptable
7. Widening based on future traffic from expanded corporate campuses



## Summary of Oral Comments Presented at DVRPC Draft TIP Public Meetings

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### D. Alternative Solutions

1. To alleviate congestion:
  - a. Turn arrows at intersections
  - b. Widening intersections to allow easier turns
  - c. Improvements to the Turnpike entrance to reduce back-ups
  - d. Direct ramps from Turnpike to Prudential
  - e. Prohibit tractor trailers north of Horsham Rd., particularly tandems
  - f. One-way street system
  - g. Improvements to other roads (before widening)
2. Safety Improvements
  - a. Reducing speed limit from 35 to 25, primarily in areas across from the park
  - b. Traffic signal or red flasher or stop sign at park
  - c. Warning signs of children crossing street
  - d. Increased police presence and enforcement of speed limit

### Noise Walls

Residents along I-95 in the Northeast section of Philadelphia expressed a need for noise walls to mitigate the excessive noise levels and to provide a safety barrier from accidents and debris.



## Montgomery County Comments

## On Draft TIP

<u>PAGE</u>	<u>TIP#</u>	<u>MPMS#</u>	<u>COMMENT</u>
p. 14	5354 A	13484	- Add Montgomery Township to Municipalities list
p. 32	B04	57623	- Extend project limits north to PA-309
p. 37	B16	57640	- Add Horsham, Hatboro, Upper Moreland to Municipalities list
p. 58	6920	14698	- Add West Pottsgrove to Municipalities list
p. 102	8436	16197	- The description references performing various station repairs. I don't believe that is part of the scope.
p. 111	8670	16408	- Change ROW total to \$200,000 and construction total to \$2,500,000
p. 114	8591	16429	- Delete improvement project at 202/63
p. 123	8758	16630	- Add "(High arch bridge)" to description
p. 123	8759	16631	- Add "(Hospital bridge)" to description
p. 152	M06	57859	- Add to description "...including a full movement interchange at PA-363 and the widening of US-422 to six lanes."
p. 156	M16	57869	- Change construction funding from PA Turnpike to State
p. 159	9332	17112	- Add Lower Moreland Township to Municipality list
p. 199	0535		- Recommend separating each project to the appropriate county and provide description and costs
p. 205	0570	48200	- Recommend eliminating this item and include the recently approved CMAQ projects and related Board CMAQ actions
p. 14 - Transit	S031		- The MIS/DEIS was not completed in June 1998, only a draft which was never released. A locally preferred alternative was never adopted. The revised and updated draft will be completed in 2000.



<u>PAGE</u>	<u>TIP#</u>	<u>MPMS#</u>	<u>COMMENT</u>
p. 35 – Transit	SEP03		- The design of the regional rail car replacements should be delayed until the Metrorail concept for the Schuylkill Metro is fully explored as part of that project.
	New	6150	- The Tookany Bridge is in design now and should be included in the final TIP.
	New		- The County would like to add the PA-29/Park Road/ State Game Farm Road intersection alignment in Schwenksville to the TIP.
p. 152	M05	57858	- Add to description = Reconstruct existing Lafayette Street. PA Turnpike to construct electronic toll interchange at Conshohocken Road.  - Change the limits from US-202 Dannehower Bridge to Conshohocken Road.  - Add construction costs of \$10 million in "Later FY's"
p. 126	8703	16694	- Change the project limits to: Perkiomen Creek to PA-29
p. 128	8700	16706	- Add Upper Moreland to the municipalities list  - Change the project limits to: Plymouth Meeting to Bryn Athyn
p. 144	8753	48620	- Add to the project description = "...including an 8' wide walkway".
p. 133	8764	16742	- Delete the "Local" share in construction and add the \$200,000 to the State amount.
p. 156	M15	57867	- The township has committed to all engineering. The State funding for design can be eliminated.



ID #54

**Tip Plan Comments**

**From:** Bob Paradise [bobparad@albertsorganics.com]  
**Sent:** Monday, June 26, 2000 5:53 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** robpar@aol.com; bikesuemc@aol.com  
**Subject:** Draft Transportation Improvement Plan (TIP)

Dear DVRPC:

I understand that the public comment period for the latest TIP is going to end on June 30, 2000.

According to the latest draft, the continued development of the Philadelphia Bike Network has been omitted. The Philadelphia Bike Network is a valuable resource utilized by thousands of cyclist from throughout the Delaware Valley everyday. It's continued development is imperative to the further mitigation of transportation congestion in the area and to the encouragement of healthy lifestyles.

As President of the Bicycle Club of Philadelphia, I represent an organization of over 1300 recreational cyclists throughout the Delaware Valley. Our members have enjoyed the use of the bike network, applaud its existence and desire its timely completion. Omitting the Philadelphia Bike Network from the latest TIP will not serve my membership well, nor the community at large.

Over the past three years, the city has begun to stripe bike lanes. This has been wonderful progress that is appreciated by every cyclist who rides in the city. Additionally, it raises the awareness of motorist that other forms of transportation are being utilized and to be cautious of cyclist. We cyclist applaud the city for their efforts to date and want to see this valuable network expanded and publicized.

In a recent survey by Bicycling Magazine on bicycling friendly cities, the city of Philadelphia landed in the top ten. This happened because Philadelphia government is bicycling friendly, the people of Philadelphia care about alternative methods of transportation and the government and the people want to see them expanded. The Philadelphia Bike Network is part of the reason for the perceived cycling friendliness and must be included in the current TIP to further its development and expansion.

It's imperative that the DVRPC reconsider the omission of the bike network as a valuable means of alternative transportation.

Very truly yours,

Robert D. Paradise  
President  
Bicycle Club of Philadelphia



**COALITION TO SAVE THE OLDE KREWSTOWN ROAD BRIDGE**  
*An Historic Double-Arched Stone Bridge in Pennypack Park Built in 1800 and Still in Use*  
Post Office Box 6180  
Philadelphia, PA 19115  
(215) 725-1971

IO # 55

**Supporters:**

June 19, 2000

*Preservation Coalition of  
Greater Philadelphia*

*Greater Bustleton Civic League  
Bernice Sikora, President*

*Dungan Civic Association Inc.  
Peter Stackhouse, President*

*Algon Neighbors Association  
Ellen Davis, President*

*Somerton Civic Association  
Mary Jane Hazell, President*

*Delaware Valley Citizens  
Transportation Committee  
Lorraine Brill*

*The Old Pennypack Baptist Church  
Len Almond, Chairman*

*Lower Dublin Baptist Church  
Charles Unruh III, President*

*Krewstown Road Neighborhood  
Association*

*Alliance of N.E. Philadelphia  
Historical Societies  
Harry Silcox, President*

**Affiliates:**

*Verreeville Historical Society  
Torresdale Historical Society  
Friends of Fluehr Park  
at Eden Hall  
Holmesburg Historical Society  
Tacony Historical Society  
Wissinoming Historical Society  
Bridesburg Historical Society  
Historical Society of Frankford*

*Pennypack Environmental Center  
Advisory Council*

*Jacob Gruber, Professor Emeritus,  
Anthropology, Temple University*

*Patricia Worthington Stopper  
Historian: Bustleton & Somerton*

*The Knowlton Preservation  
Committee, Inc.*

*Frankford Preservation Project*

*And Hundreds of Individuals,  
Volunteers & Users who love  
the Old Krewstown Road Bridge*

**President:**  
Benjamin E. Cohen

*Delaware Valley Regional  
Planning Commission  
111 South Independence Mall East  
Bourse Building  
Philadelphia, PA 19106*

**RE: DVRPC Draft FY2001-2004 Transportation Improvement  
Program for Pennsylvania, Project #9345, Krewstown Road over  
Pennypack Creek, Bridge Replacement - Comments and  
Recommendations**

**Dear Sir:**

*As president of the Coalition to Save the Olde Krewstown Road  
Bridge, I am writing this letter to confirm my commitment to making  
sure the above mentioned bridge stays in its historical condition.*

*At the end of 1999 I was notified by Senator Frank A. Salvatore's  
office that the governor has signed a law that will require the  
monies from the State to be used exclusively as a rehabilitation; not  
a demolition of the Olde Krewstown Road Bridge project (copy of  
which is enclosed).*

*In my letter to all your Board Members back in December of 1998, I  
testified on the position of the Coalition to Save the Krewstown  
Road Bridge, which I have also included for you, you will find that  
there is no reason to have this bridge demolished, there are different  
safety and improvement features we can do to the current structure,  
and that actual demolition is not necessary.*

*Enclosed are different letters and responses from individuals who are  
familiar with the bridge and its structure.*

*Your attention to this matter is very appreciated.*

**Sincerely,**

*Benjamin E. Cohen*  
**Benjamin E. Cohen**  
President  
BEC/mmm  
enclosure



**FY 2001 Transportation Improvement Program**

**Volume IV  
Public Comments and Agency Responses**

**Part D  
Agency Responses**







## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

### New Jersey Subregion

#### Agency: NJDOT

##### Response to DVRPC Regional Citizens Committee (ID# 1)

- I-95 Scotch Road (TIP #4321)  
The project, the culmination of a lengthy planning process, is in final design and right-of-way acquisition is underway.
- I-295/42 Study A (Missing Moves) (TIP #2340A)
- I-295/42/I-76 Study B (Direct Connection) (TIP #2340B)  
The rail-transit strategy from the Burlington-Camden-Gloucester Project MIS was investigated by the NJDOT/DVRPC Transportation Investment Study for these projects which concluded: "The Rail Transit Alternative does not improve Level-of-Service within the Interchange, does not reduce accidents, does not improve design standards, does not divert regional traffic from arterials, and does not separate regional traffic through the interchange."
- Route 29 10C 11B (TIP # 4313)  
All of the federal and state agencies responsible for environmental reviews have approved this project and have issued all necessary permits. The project is under construction.
- Route 1, CR 571 Corridor Traffic Improvement Project (TIP #4311)  
The Department has developed a long-term strategy to address the traffic flow patterns on this portion of the Route 1 corridor. The Route 1 Traffic Signal Elimination Project is the final phase of the overall regional plan. This project will help to alleviate the traffic congestion that currently plague Washington Road, Fisher Place and Harrison Street, by removing the existing traffic signals at those intersections. In place of three signalized intersections, an overpass will be constructed just south of the existing Harrison Street intersection. This overpass will create a safer and smoother traffic pattern for motorists currently utilizing the Harrison Street and Washington Road intersections.

Traffic signals on Route 1 are being removed since they are inadequate for the extremely high traffic volumes on Route 1. The proposed traffic signals on the bypass will facilitate turning movements without impeding the smooth flow of traffic on the bypass.

Runoff from the project will be treated through a series of water quality swales and basins prior to outfalling into existing water bodies.

The Department is preparing an Environmental Assessment (EA) for the proposed project. The EA contains an evaluation of all impacts associated with the alignment alternatives considered for the project. Once the EA is circulated and responses to the document are evaluated, the Federal Highway Administration (FHWA) makes the finding on whether or not the project will cause a Significant Impact. The EA is under final review and we anticipate public circulation of the document in the near future.

The Department will continue to address the potential cultural, social, economic and environmental impacts that are raised by all those concerned with this project.



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

### Response to Burlington County (ID #6)

- Route 130 South Jersey Food Distribution Center (TIP #1350)  
The project title and description will be changed per the letter from Carol Thomas.

### Response to Camden County (ID #4)

- CR 727 East Atlantic Avenue over Peter's Creek (TIP #2350)
- CR 601 State Street Bridge (TIP #2352)  
The funding needs for these two projects will be satisfied by a modification to the FY 2000-2002 TIP. That modification is pending at DVRPC and is scheduled to be acted on in July.
- Camden Traffic Sign Management Program (TIP # 2324)  
Under the MOU for TIP amendments and modifications, the requested additional funds can be provided subject to the availability of funds.

### **Agency: NJ TRANSIT**

#### Response to DVRPC Regional Citizens Committee (ID #1)

- I-295/42 Study A (Missing Moves) (TIP #2340A)
- I-295/42/I-76 Study B (Direct Connection) (TIP #2340B)

Please refer to NJDOT's response dated July 7, 2000.

NJ TRANSIT is committed to providing quality rail service on the Atlantic City Rail Line (ACRL); at this time there are no current plans to add service or fund capital improvements that will lead to significant decreases in travel time. In addition, there are no plans to expand service to Suburban Station at this time as SEPTA already offers a parallel rail service at no cost to NJ TRANSIT ACRL customers.

- Transit Rail Initiatives (DB #T300)  
There are many worthy candidate rail corridors within the DVRPC region. The Camden - Glassboro segment of SNJLRTS is included in the NJ TRANSIT 2020 transit map as a candidate project for rail service expansion. The SNJLRT extension to the Trenton capital district is currently under study by the Office of New Rail Construction. Funding for new transit initiatives will be dependent upon Federal earmarks.
- North Jersey Projects in the DVRPC TIP  
NJ TRANSIT's statewide program costs are assigned to each MPO TIP on a formula basis that reflect NJ TRANSIT's operations within each MPO. There are no specific NJ TRANSIT projects outside of the DVRPC region that are funded in the DVRPC TIP.

### **Agency: DRPA**

#### Response to DVRPC Regional Citizens Committee (ID #1)

- Delaware River Tram (TIP #2374)  
Thank you for giving the Delaware River Port Authority the opportunity to respond to comments put forth from the Regional Citizens Committee regarding construction and operation of the Delaware River Tram (TIP #2374). Several of the Committee's concerns have previously been addressed as part of the recent Environmental Assessment process, but the Port Authority is always pleased to consider and discuss



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

ideas presented by our customers.

The Delaware River Tram is a FY00 Demonstration Project approved for the State of New Jersey as part of TEA-21. Earmarked federal funding in the amount of \$8million will be provided (over several years) as part of the total project cost of \$26million. The project appears in the FY01 TIP since federal statutes require that project funding be made available over a several year period.

I would like to address specific comments made by the RCC with respect to the Tram project:

- a. There is no justification for the project.  
The tram is envisioned as a means of linking the Philadelphia-Camden Waterfronts and providing a pedestrian alternative to motor vehicle, rail and bus access. The tram will link existing and planned pedestrian-oriented destinations in both cities. The tram is in compliance with the New Jersey State Development and Redevelopment Plan, the Philadelphia Master Plan, the Camden Master Plan, and Cooper's Ferry Redevelopment Plan. The tram will complement the RiverLink Ferry service in frequency of daily operation and in its ability to perform in all seasons of the year.
- b. This project is tantamount to an amusement park ride.  
The tram will indeed be a unique form of transportation between Camden and Philadelphia. While we expect that the ride itself will be entertaining, providing a unique view of the two waterfronts and the river, it will provide timely and all-season transportation to tourists and local residents alike. For example, the tram has been cited as critical to the development/conversion of the Nipper Building in Camden, enabling its future residents to have ready access to Philadelphia.
- c. There is much concern about the operation of the tram in different weather extremes.  
Safety of customers and employees continues to be of paramount importance to the DRPA in every facet of its operations. The tram would not be operational during periods of excessive wind or during thunderstorms, due to normal safety concerns. We believe that these infrequent occurrences would not greatly inconvenience our customers. Since the gondolas and passenger waiting areas will be enclosed, passengers can expect continuous service on a year-round basis, something not now possible with other venues.
- d. DRPA should focus on its core mission which is to expand PATCO operations.  
DRPA's Mission Statement reads as follows: "The Delaware River Port Authority is a self-financing, bistate authority whose mission is to manage, plan and construct transportation facilities and provide transportation services to maximize the safe and efficient movement of people and freight within the Port District. The DRPA will perform this mission with the intent of improving competitiveness and the climate for economic growth within the Port District. The DRPA will accomplish this purpose through continued investments that sustain and enhance its core business—bridges and PATCO—and that support expansion into economic development, ports, and related transportation businesses." We believe that the construction and operation of the tram fits well within the scope of our mission, as applied to "...the safe and efficient movement of people... within the Port District". While the safe, efficient and



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

timely operation of PATCO is also well within our mission, the **expansion** of PATCO is not mandated.

- e. The agency should be addressing other, more timely transportation issues. Since the beginning of this year, DRPA has been involved in many critically important and timely transportation activities, including the following: DRPA took over operation of the RiverLink Ferry service; DRPA began repainting the Benjamin Franklin Bridge, one of the largest construction projects in our history; DRPA, in cooperation with NJDOT, has demolished buildings on the south side of Admiral Wilson Blvd and worked to develop a business plan for redevelopment of the boulevard's north side; Gov. Whitman broke ground for the South Jersey Light Rail Line linking Camden and Trenton. DRPA is working to coordinate passenger transfers between the new transit system, the tram, and PATCO; DRPA initiated weekly cruise service from Philadelphia to Bermuda, making the Delaware River home port to a cruise ship for the first time; DRPA received an award from the National Minority Supplier Development Council of PA, NJ, and DE for its efforts to encourage and teach small businesses to compete for government contracts; DRPA Commissioners agreed to join the team bringing the USS New Jersey to the Camden Waterfront; DRPA distributed its 100,000<sup>th</sup> EZ Pass tag, largely eliminating congestion at our four bridge plazas; DRPA has completed its program to make PATCO one of the first transit systems in the country to be ADA compliant; and in addition our SmartBridges program, DRPA is working with the DVRPC ITS Coordinating Council and Task Force to improve congestion management in this region.

Again, thank you for this opportunity to address these comments.

### Pennsylvania Subregion

#### **Agency: PennDOT Central Office**

##### Response to Requests for Noise Walls (ID #22, 52)

The Pennsylvania Department of Transportation (PennDOT) noise abatement policy is currently limited to construction of warranted noise barriers, as part of a highway project on new alignment or for a major reconstruction project with additional travel lanes. There is no federal guidance requiring the construction of noise barriers on existing highways, nor are there federal funds for these projects.

There has been two occasions when state legislators earmarked motor license funds for PennDOT to conduct demonstration projects addressing noise abatement problems along existing highways. However, these are demonstration projects only, and are not intended to change or alter the current policy concerning noise abatement in the Commonwealth.

#### **Agency: PennDOT District 6**

##### Response to Ed Sabol (ID# 31)

- **Route 422 Projects**  
The Department of Transportation welcomes comments provided. The information will be disseminated within the department for consideration as the TIP projects, referenced in your letter, advance to construction. This material will be used to also guide our



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

planner's as future TIP's are developed.

Response to Helen Marshall (ID# 33)

- Route 422/Route 724 Traffic Signal  
Traffic signals in Pennsylvania are an ownership and maintenance responsibility of the municipality. Request for a traffic signal at this intersection must be initiated by North Coventry Township and forwarded to PennDOT to determine if a signal is warranted.

Response to Various Citizens, (ID# 42, 43, 44, 45, 46, 47, 48, 49, 50,51)

- PA 41 (TIP #6719)  
PA 41 is currently in Preliminary Engineering, alternative analysis phase. The cost reflected in the later FY of the Draft TIP, is a carry over from the current FY 1999-2002 Program. Changing construction estimates prior to a Record of Decision serve no purpose.

Response to Oral Comments (ID# 52)

- Blair Mill Road Widening (TIP #8369)  
Blair Mill Road is currently in Preliminary Engineering, alternative analysis phase. Comments provided by the public through meetings and/or public hearing are considered as part of the Preliminary Engineering process. The department will work with the Montgomery County Planning Commission to improve dissemination of public notices regarding future opportunities to participate in the process.

Response to Lower Moreland Township (ID #24)

- PA 63, Woodhaven Rd. (TIP #9332)  
PennDOT continues to analyze and update traffic projections for this project. Additional public meetings to discuss project alternatives are anticipated during Fall 2000. Any funding needed to complete the EIS or initiate additional phases of work must be identified on an approved TIP. The ROW and CON funds reference in the Later FY's of the TIP have no influence or bearing on the selection of a preferred alternative.

### **Agency: Bucks County Planning Commission**

Response to Chalfont Borough (ID #19)

In response to the comments submitted by Chalfont Borough, the Bucks County Planning Commission offers the following comments.

The first project which the borough has requested to be included within the FY 2001 Transportation Improvement Program is the extension of Bristol Road. This project is currently on the existing TIP, under the id of # 5732. In regard to the remaining projects submitted by the borough for TIP inclusion, we recommend that the borough submit these projects to the county planning commission to be included in the county's TIP. As part of updating process of the regional TIP, transportation improvements are recommended to be submitted to the individual counties, who then make recommendations as to which projects within their jurisdiction should be submitted for inclusion within the regional TIP. Although we feel these projects submitted by the borough have merit, the county planning commission



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

has never received any of these improvements from the borough in the county's TIP updating process. Therefore when the planning commission updates its TIP in the summer of 2001, we would recommend that the borough include these improvements with their submission.

### **Agency: Delaware County Planning Department**

#### Response to DVRPC Regional Citizens Committee (ID #12)

- Chester Creek Bicycle/Pedestrian Trail (TIP #7879)  
In this case, SEPTA and Delaware County agree that transit potential for this right-of-way is extremely low, so the proposal is for converting the rail right-of-way into a trail. Constructing a trail in the vicinity of the rail grade would increase the cost and might not be feasible due to the steep slopes in the Chester Creek valley. Delaware County has a significant shortage of parkland and recreation facilities, making this project a high priority for the County.
- McDade Blvd. Signal System (TIP #D26)  
Thank you for your support.

#### Response to Delaware Valley Goods Movement Task Force (ID #16)

- I-95/US 322 Interchange Improvement Study (TIP #D23)  
We recommended that the title of the project be changed to *I-95/Conchester Highway Access Study* (to include the former Highland Avenue Extension project) and the description include mention of the need for improved access to the CSX automobile terminal.
- Lloyd St. Bridge Replacement (TIP #D21)
- Chester City Access Improvements (TIP #D25)  
We agree that the Chester City Access Improvements projects is vital and we will continue to pursue this project until it is completed. The Lloyd Street bridge project will become less critical when the Access Improvements project is completed, because the latter project will improve truck access at other locations and create a truck access system more usable than via Lloyd Street.

#### Response to Tri-State Citizens' Council on Transportation (ID #28)

The West Chester Pike corridor had trolley service and now has frequent bus service. If there is a corridor in Delaware County which would be a candidate for rail service, this is it. We will consider your suggestion in the context of Delaware County's transportation priorities.

#### Response to Illy Sobel (ID #30)

We agree that transit service needs to be provided on Route 202 between West Chester and Wilmington. We are participating in the Route 202 land use study with DVRPC and Chester County, which we hope will result in revised municipal plans and ordinances that encourage transit- and pedestrian-friendly land use and pedestrian facilities along the corridor. Municipal actions, incorporation of transit and pedestrian facilities into the Route 202 project, and funding from the state of Delaware are the major ingredients in the return of transit service. We will pursue all of these strategies, in cooperation with Chester County, PennDOT, SEPTA, and the local governments.



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

### **Agency: *Montgomery County Planning Commission***

#### Response to Lower Merion Township (ID #21)

- Rock Hill Rd./Belmont Ave. Corridor Improvement Program  
We support the project's inclusion as proposed for local engineering and right-of-way. These improvements must also be coordinated with and involve the City of Philadelphia as it impacts the Green Lane Bridge and access to the City.

#### Response to Representative Connie Williams (ID #22)

- Noise Walls  
The funding for these involve special state capital budget funds and should be pursued through those means.

#### Response to Upper Dublin Township (ID #25)

- Limekiln Pike/Susquehanna Rd. Corridor Improvement Project
- Dreshertown Rd. Improvements  
These should be pursued through the normal TIP process for consideration in the FY2003 update.

#### Response to Narberth Borough (ID #26)

- Rockland Ave. Bridge  
We support its inclusion in the draft TIP with the engineering and right-of-way provided by the borough.

#### Response to Towamencin Township (ID #27)

- Multipurpose Trail  
We support the project but concur with the PA Subcommittee that with CMAQ funds being the source for construction that it is best to apply for the competitive CMAQ program in 2001.

#### Response to Ed Sabol and Joseph Messina (ID #31, 32)

- Improvements to PA-23/US-422 and North Gulph Rd.  
We concur that the 23/422 interchange needs work and it will be studied as part of the PA-23 relocation project being engineered by Upper Merion Township. We also concur that North Gulph Road, near PA-23, needs widening and it will be pursued in future TIP updates.

#### Response to Oral Comments (ID #52)

- New Ramps from PA Turnpike to PA-63 near the Prudential Business Campus  
This area has been identified for potential electronic toll ramps and will be studied in the future.
- Blair Mill Road Widening (TIP #8369)  
The draft EIS will be available by the fall with a public hearing scheduled shortly thereafter. The staff of the Planning Commission has supported the need to improve this corridor for 15 years. The staff will review and comment on the draft EIS at the appropriate time and will consider the impacts of the widening on the residential areas.



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

### Response to Lower Moreland Township (ID #24)

- PA-63, Woodhaven Rd. Project (TIP #9332)  
We do not support the removal of the project until the DEIS is released. The alternatives are being re-evaluated to respond to concerns by the township and the public. The project should remain in the TIP until the Record of Decision is issued after the DEIS public hearing process.

### **Agency: Philadelphia Department of Streets**

### Response to Delaware Valley Goods Movement Task Force (ID #16)

- Delaware Ave Extension (Richmond to Allegheny)  
The Department, in conjunction with the City Planning Commission, is currently undertaking a land use study of the Northeast Waterfront. This link is included in the study area. We are also negotiating with PaDOT about how to program this. It was a project in our recommended '01 TIP but we pulled it due to the lack of agreement with PaDOT. We hope to have this placed on the TIP as an amendment in the near future once the funding issues are resolved with PaDOT.

### Response to Lower Merion Township (ID #21)

- Rock Hill Rd/ Belmont Ave. Corridor Improvement Project  
This is literally the first the City has heard of this project. We have discussed the I-76 Belmont Ave/Green Lane interchange with Lower Merion in the past with no resolution. Any work on the Township side will have a major impact on the Green Lane Bridge and already congested Manayunk intersections on the City side of the Schuylkill River. We would challenge any inclusion of construction funding for this project in the TIP until the Township meets with both PaDOT and the Department on the related issues at this location. We would accept the placement of design and right-of-way funding in the TIP at this point in time, however.  
  
The work as proposed (and it is not easy to ascertain what exactly the project includes) would apparently solve problems on the Township side of the River but may also push some other problems to the City side. It appears that considerable work is planned west of I-76 but nothing is mentioned for the Green Lane Bridge or east of I-76. This will not address the operational problems currently experienced at this location. A more appropriate solution would be the inclusion of the entire area which could be a joint Township/PaDOT/City project.

### Response to Various Citizens (ID #34, 35, 36, 37, 38, 39, 54)

- Philadelphia Bicycle Network Phase II  
In the '99 TIP the Department programmed a \$2 million project titled Bicycle Network 2 as a follow-up to our \$3.7 million Bicycle Network project included in the '97 TIP. Our intent was to have the second project fund improvements which could not be covered in the first effort. Since then, a few things have happened. For one, budgetary support to provide the local match has not been forthcoming as all City agencies are not in agreement on the direction and extent of bicycle accommodation in the City. Despite our appeals at various levels of City government (including the Mayor and City Council), we could not secure more than a nominal amount in the City Capital Program to fund the



## **FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment**

Network projects. Secondly, we found other ways to implement the measures, mainly through ongoing street improvement and resurfacing contracts (in both PaDOT and our own projects).

While this handled the lane striping, signing, and route map printing aspects, we determined that we could not fully address the public education/outreach and bike rack portions of the project as we had originally planned. We had also looked to the City administration to determine whether a bicycle coordinator position or office would be created within City government to handle these issues. To date, this has not been done. We have developed an interim plan to perform this and a TIP amendment has been requested to fund this effort.

Despite rumors to the contrary, the City has not abandoned its bicycle effort and is still aggressively pursuing the completion of the Bicycle Network. The request to delete the Network 2 project was merely an attempt to free funds for projects which have internal budgetary support, many of which do include bicycle-related items. If the Network 2 project were retained as is, the funding would most likely have been tied up and unusable, harming both our own efforts to program projects as well as the entire region given current fiscal constraints on the TIP.

We are also in the process of development of a bicycle coordination and evaluation project (a TIP amendment has been requested and is on the 7/11 meeting agenda). This should represent our continued commitment to bicycles. Our approach has been and will be to treat the bicycle as one more transportation mode with the intent that special needs, etc of this mode will be considered in all future transportation projects.

### **Response to Various Citizens (ID #29, 55)**

- **Krewstown Rd. Bridge (TIP #9345)**  
The Department is aware of the change in State legislation that removes PaDOT funding from a bridge replacement project. Due to the many geometric and physical constraints associated with the existing bridge, any retention of it will be difficult. However, we are exploring the alternatives as part of the current environmental assessment study/impact analysis currently underway. The draft of this effort is being reviewed by PaDOT. It is our hope that this will help us determine the best course of action for this project and we intend to have this step completed by this fall.  
  
The project is currently listed as a bridge replacement. We would agree to add 'rehabilitation' into the scope to cover the possibility (which, in reality is very unlikely, however) that the bridge can be rehabilitated. Again, we will not know the answer until the noted study is completed.

### **Response to Various Citizens (ID #40, 41)**

- **School House Lane (TIP #9555)**  
The current TIP description is accurate. The road will be widened to accommodate shoulders in each direction. The existing roadway varies in width from 22 feet to 30 feet. Our intent is to create a consistent 28-foot cartway width. This has been reviewed with citizens' groups at numerous public meetings. The wider cartway will operate as 1 lane directional, the same as the current roadway, thus no capacity will be added.



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The Ridge Avenue intersection will be slightly realigned to provide a better geometric situation for traffic. The current intersection is a very flat angled one and movements to and from the south between Ridge Avenue and School House Lane are very difficult even with automobiles. This will be modified to be closer to a 90-degree intersection. Sidewalks will be added to accommodate pedestrians, who have no such facility today and are thereby forced to walk in the School House Lane roadway.

### Response to DVRPC Regional Citizens Committee (ID #12)

- Eastwick Transportation Center (TIP # S071)  
This should remain in the TIP. The US Postal Service is considering the construction of a new Main Postal Facility for the region on Lindbergh Boulevard approximately ½ mile from the Center. The Center would offer unique transit access for the 4,000-plus employees at the Postal Facility (which would replace the 30<sup>th</sup> Street Postal Facility). The Postal Service estimates that between one-third and one-half of these employees could use transit. This represents employees working among three shifts around the clock. Thus, these figures should be factored into the Center's ridership and usage if possible.

### Response to Lower Moreland Township (ID #24)

- PA 63, Woodhaven Road (TIP #9332)  
The project should remain on the TIP in its current schedule. The DEIS is scheduled to be released early in 2001 according to the latest information the Department has received from PaDOT.

### **Agency: SEPTA**

### Response to DVRPC Regional Citizens Committee (ID #12)

- 30th Street Station Intermodal Gateway (TIP #9746)  
This is a joint initiative between the City of Philadelphia and Amtrak. Those agencies should respond.
- Alternative Fuel Project (TIP #0537)  
SEPTA has received bids for this project and is negotiating with the companies that submitted bids. It is expected that a recommendation to award a contract will be made to the SEPTA Board of Directors in the very near future.
- Amtrak Harrisburg Line (TIP #PA01)  
PADOT and Amtrak joint initiative. Those agencies should respond.
- Station Accessibility (TIP #S014))  
All new regional rail cars will be accessible. The experience with wheelchair lifts on buses has been less than favorable. The expense to retrofit a fleet of over 350 rail vehicles with wheelchair lifts would be significant. Furthermore, it would be difficult and time consuming to retrofit such a large number of vehicles as an 'interim strategy' rather than providing accessibility at stations.
- Rail Stations and Parking Program (TIP #S060)  
Many SEPTA customers use the Jenkintown and Glenside stations due to the higher frequency of service at these stations. For example, the Jenkintown station is served by the West Trenton, Warminster and Lansdale/Doylestown trains and the Glenside station



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

is served by the Warminster and Lansdale/Doylestown trains. Some of SEPTA's customers choose these stations over stations such as Noble, Rydal, Meadowbrook, North Hills and Oreland due to the higher frequency of service resulting from multiple train lines serving these stations. Therefore, SEPTA is evaluating the construction of parking garages at key locations.

- **Eastwick Transportation Center (TIP #S071)**  
SEPTA is evaluating different alternatives and locations to serve the rapidly growing area surrounding Philadelphia International Airport. At the completion of the study, SEPTA will forward a proposal for approval.
- **Schuylkill Valley Metro (TIP #S074)**  
The SEPTA Board of Directors selected the MetroRail alternative at the June 22, 2000 SEPTA Board Meeting. SEPTA has requested DVRPC to initiate the process to add this project to the Region's 2020 Plan.
- **Elwyn-Wawa Rail Improvements (TIP #SEP01)**  
As part of a preliminary engineering analysis, the costs will be further refined. The updated cost estimates will be reflected in the SEPTA Capital Budget and the TIP.
- **Paoli Transportation Center (TIP #S080)**  
In response to the resolution adopted in April 1997, SEPTA will further define the scope of work and cost estimates as part of the preliminary engineering process. The Authority is closely working with major stakeholders on this project including PADOT, Amtrak, Chester County, and local municipalities on the various elements of the project including both transit and highway improvements.
- **Regional Rail Car Acquisition (TIP #SEP03)**  
Customers' views will be considered during the planning process of this project.
- **Cross County Metro (TIP #S031)**  
The Major Investment Study is being updated to reflect recent changes and public participation will be part of the update process.

### Response to Tri-State Citizens' Council on Transportation (ID #28)

As part of the Authority's long range capital plan, SEPTA is not planning for the extension of the Market-Frankford Elevated to the Blue Route, Route 66 to Franklin Mills, Route 29 to Grays Ferry Avenue or Pier 70, Route 79 to Pier 70 or the Streetcar loops noted in comments. The restoration of light rail service on Route 56 is included in SEPTA's 12 year capital program. A feasibility study of a historical trolley loop has been recently completed.

### **Agency: DVRPC**

### Response to Various Citizens (ID #42, 43, 45)

- **PA 41 (TIP #6719) Conformity Issues**  
Several comments were received regarding why TIP project # 6719 (PA 41, Delaware State Line to PA 926) was exempt from the conformity analysis. The conformity analysis is required to include all regionally significant, non-exempt projects in areas not conforming to the National Ambient Air Quality Standards (the entire DVRPC region is in nonattainment of the ozone standard). Although individual projects in the Long Range Transportation Plan and TIP (which is drawn from the Plan) may increase emissions of



## FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment

pollutants, the Plan and TIP, *in their entirety*, show a decrease in emissions over time. All projects in the TIP, including new road capacity, are able to move forward towards construction as long as the State Implementation Plan (SIP) and conformity analysis have been approved by the USEPA and USDOT.

Project # 6719 is a study that will look at various alternatives to reducing congestion and improving traffic flow on PA Route 41. The study will address a range of alternatives including realignment and widening. However, no alternative has been selected to date and consequently it is not possible to model an improvement which has yet to be chosen. Therefore, this project (and all other studies in the TIP) is not required to be part of the conformity analysis.

### Responses to Various Issues

A number of comments were made which are more general in nature or concern the TIP process, some of which were expressed by more than one person or group. DVRPC provides the following responses:

- **Studies**

A number of people commented about studies that are either ongoing or that they think should be advanced. DVRPC has included in the TIP a listing of major studies that are ongoing by either our staff or by one of our partner agencies. This list will be updated and will appear in the final version of the TIP. Other studies that are newly being suggested will be referred to the DVRPC Work Program Committee for further consideration as the annual regional unified planning work program (UPWP) is being updated.

- **New TIP Projects**

Often members of the public, and even some municipal officials, will include in their comments a request to add a project to the TIP. It is DVRPC's policy to refer these comments to the respective county. If the project has been the result of prior study and negotiations, and if a source of funds has been identified and there is clear evidence of official support from the local jurisdiction, then the project may be considered for inclusion in the TIP by the Board upon the recommendation of the Regional Transportation Committee and the appropriate RTC subcommittee. However, without such prior study and evidence of commitment to the project, these comments are generally referred to the appropriate agency for future consideration. This was explained in the TIP document under the Public Comment section.

- **Pedestrian/Bicycle/Transit Considerations**

Comments were made concerning the need for consideration of pedestrians, bicyclists and transit vehicles in the design of highway projects. All projects are designed according to official state and federal design standards. These standards continue to evolve to address safety issues. Furthermore, the states have established policies and procedures to guide project development. These also evolve so that special considerations (potential shared use by bicycles, noise abatement, etc.) become part of the normal project development process. Since these standards, policies and procedures exist, there is no need to repeat them in each project description. Where the specific project scope includes special features, it will be noted.



## **FY 2001 Draft Transportation Improvement Program Agency Responses to Public Comment**

- **Programming of Future Construction Funds**  
Concern is often expressed over the presence of funds in the TIP for the construction phase of a project when there is great controversy over the design of an appropriate alternative or questioning if the project should be built at all. The process by which a project seeking federal funds is to be developed (which is generally the same for a state funded project) establishes a number of check points that must be passed before the project can proceed to the next phase. DVRPC programs projects in the TIP on the assumption that all the necessary requirements will be met along the way. However, we require project sponsors to provide estimates for all phases, even if they are in years beyond the TIP period. While we acknowledge that the scope of the project may change as the project development process proceeds, nevertheless, we believe it is best to show a complete estimate of the potential future costs for the project. Future right-of-way and construction cost estimates are shown to inform the public and capital budget officials of future potential capital needs; they are not an explicit endorsement of a particular alignment or design; nor are they an outright commitment or allocation of funds. Each phase may only proceed when the prerequisites have been met.







**FY 2001 Transportation Improvement Program  
for Southwestern New Jersey and Southeastern Pennsylvania**

***Volume IV - Public Comments and Agency Responses***

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**ABSTRACT**

This document includes (1) a description of the TIP public involvement process, including how DVRPC has met the requirements of Title VI of the 1964 Civil Rights Act, (2) copies of the comments received by both DVRPC member agencies and the public, and (3) agency responses to the public comments.

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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8781B PA Turnpike Northeast Extension

MPMS# 57869 at Lansdale Interchange

AQ Code X Ramp Modification

Towamencin Twp.

New ramps are to be constructed from the PA Turnpike Northeast Extension to the proposed Towamencin transportation center and to Towamencin Avenue.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	700				
CON	DEMO					2,610
CON	PATPK					3,512
Fiscal Year Total		700	0	0	0	6,122
		Total FY 01-04 Cost		700		

TIP# 8782 Ardmore Streetscape Project

MPMS# 46950

AQ Code X Lower Merion Twp.

Improvements on Crickett Terrace, Lancaster Ave., Station Ave., and Rittenhouse Place.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	DEMO		450			
CON	LOCAL		113			
Fiscal Year Total		0	563	0	0	0
		Total FY 01-04 Cost		563		

TIP# 8783 Abbey Trails

MPMS# 16756

AQ Code X Abington Twp.

Create trail system linking Township and County parks.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	DEMO				450	
CON	LOCAL				113	
Fiscal Year Total		0	0	0	563	0
		Total FY 01-04 Cost		563		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8784 *Butler Pike/SEPTA Safety Improvements*

MPMS# 46953

AQ Code X

Ambler Boro.

Improve pedestrian crossing from outbound trains on the south side of Butler Pike to parking lot on the north side of Butler Pike.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	DEMO	11			
DES	LOCAL	3			
CON	DEMO			61	
CON	LOCAL			15	

Fiscal Year Total	14	0	76	0	0
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Total FY 01-04 Cost	90
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TIP# 8785 *Valley Forge Historical Society Museum*

MPMS# 46954

AQ Code X

Upper Merion Twp.

Construct parking garage and driveway (location to be determined).

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	DEMO				3,000
CON	LOCAL				750

Fiscal Year Total	0	0	0	3,750	0
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Total FY 01-04 Cost	3,750
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TIP# 8786 *US 422, Pottstown Expressway*

MPMS# 16740

over Schuylkill River

Bridge Deck Rehabilitation

AQ Code X

Lower Pottsgrove Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	STATE	60			
ROW	STATE			10	
CON	STATE				400

Fiscal Year Total	60	0	10	0	400
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Total FY 01-04 Cost	70
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8787 *US 202, Dannehower Bridge over*  
MPMS# 16371 Schuylkill River & Norfolk Southern RR  
Bridge Deck Rehabilitation-2 structures  
AQ Code X Upper Merion Twp., Norristown Boro.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	STATE			40		
CON	STATE					6,000
Fiscal Year Total		0	0	40	0	6,000
		Total FY 01-04 Cost			40	

TIP# 8791 *Freeman School Rd.*  
MPMS# 16401 over East Branch of Perkiomen Creek  
Bridge Replacement  
AQ Code X Lower Salford Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	LOCAL			400		
CON	STATE			1,600		
Fiscal Year Total		0	0	2,000	0	0
		Total FY 01-04 Cost			2,000	

TIP# 8792 *Mathers Road*  
MPMS# 16409 over Wissahickon Creek  
Bridge Replacement  
AQ Code X Whitpain Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	LOCAL			20		
CON	LOCAL				160	
CON	STATE				640	
Fiscal Year Total		0	0	20	800	0
		Total FY 01-04 Cost			820	



# DVRPC FY 2001-2004 TIP

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## Pennsylvania - Highway Program

### Montgomery

TIP# 8793 *Bustard Road*

MPMS# 49317 over Towamencin Creek

Bridge Replacement

AQ Code X Towamencin Twp.

The existing bridge has two eleven foot travel lanes and no shoulders or sidewalks. The new bridge will have two twelve foot travel lanes, two three-foot sidewalks, and two five-foot bike lanes. The sight distance at the Bustard Rd./Kriebel Rd. intersection will also be improved.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	1,000				
ROW	LOCAL		300			
CON	BR				2,800	
CON	STATE				700	
Fiscal Year Total		1,000	300	0	3,500	0
Total FY 01-04 Cost					4,800	

TIP# 8795 *I-76, Schuylkill Expressway*

MPMS# 48185 Belmont Ave. to Conshohocken Curve

Intelligent Transportation System

AQ Code 20050 Lower Merion Twp.

2 variable message signs, 7 closed circuit televisions, 8 detectors

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	CMAQ	40				
ROW	STATE	10				
CON	CMAQ			2,120		
CON	STATE			530		
Fiscal Year Total		50	0	2,650	0	0
Total FY 01-04 Cost					2,700	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8796 *Schuylkill Navigation Lock 60*

MPMS# 50521 Restoration

AQ Code X Upper Providence Twp.

Restoration of the 1846 canal lock into an operational state. Project includes removal of fill at one end, replacing it with a historically accurate truss bridge, working mitre gates at both ends, and reproduction of the original toll house. The Locktender's House will also be restored as a community and visitor's center.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	TE		410			
Fiscal Year Total		0	410	0	0	0
Total FY 01-04 Cost					410	

TIP# 8797 *Fischer's Park Trail Restoration*

MPMS# 57286

AQ Code X Towamencin Twp.

This project will replace a portion of the ten foot wide Stone Dust Trail in Fischer's Park which is subject to frequent erosion with unit paver to eliminate the incidence of erosion and improve the safety of the users.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	LOCAL	34				
ERC	RecTr			111		
Fiscal Year Total		34	0	111	0	0
Total FY 01-04 Cost					145	

TIP# 8798 *Pennypack Connector Trail*

MPMS# 57287 and Adjoining Universal Accessible Trail

AQ Code X Abington Twp.

Rehabilitation and protection of the connector trail between Montgomery County's Lorimer Park and Philadelphia's Pennypack Park (including Fox Chase Farm School), while improving an adjacent universal accessible trail.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	LOCAL	14				
ERC	RecTr			30		
Fiscal Year Total		14	0	30	0	0
Total FY 01-04 Cost					44	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8799 *Hatfield Township*

MPMS# 57328 Bicycle Mobility Improvements

PA 463, Forty Foot Rd.

AQ Code X Hatfield Twp.

Design and construction of road improvements for bicycle facilities on PA 463, Forty Foot Rd.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ	24				
DES	LOCAL	6				
ROW	CMAQ			56		
ROW	LOCAL			14		
CON	CMAQ				52	
CON	LOCAL				13	
Fiscal Year Total		30	0	70	65	0
		Total FY 01-04 Cost			165	

TIP# 8800 *Limerick Township*

MPMS# 57329 Bicycle Mobility Improvements

Limerick Twp.

Design and construction of road improvements for bicycle facilities on Ridge Pike, Swamp Pike, and Lewis Rd.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ	51				
DES	LOCAL	13				
ROW	CMAQ			143		
ROW	LOCAL			36		
CON	CMAQ				489	
CON	LOCAL				122	
Fiscal Year Total		64	0	179	611	0
		Total FY 01-04 Cost			854	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8801 Lower Salford Township  
MPMS# 57330 Bicycle Mobility Improvements

AQ Code X Lower Salford Twp.

Design and construction of road improvements for bicycles facilities on PA 63, Sumneytown Pike, Freeman School Rd., and Salfordville Rd.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ	40				
DES	LOCAL	10				
ROW	CMAQ			40		
ROW	LOCAL			10		
CON	CMAQ				280	
CON	LOCAL				70	
Fiscal Year Total		50	0	50	350	0
		Total FY 01-04 Cost			450	

TIP# 8802 Towamencin Township  
MPMS# 57331 Bicycle Mobility Improvements

AQ Code X Towamencin Twp.

Design and construction of road improvements for bicycle facilities on PA 63, Sumneytown Pike, Allentown Rd., Bustard Rd., Snyder Rd., Weikel Rd., Keeler Rd., Troxel Rd., Forty Foot Rd., and Morris Rd.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	200				
ROW	CMAQ		120			
ROW	LOCAL		30			
CON	CMAQ			800		
CON	CMAQ			990		
CON	LOCAL			200		
CON	LOCAL			247		
Fiscal Year Total		200	150	2,237	0	0
		Total FY 01-04 Cost			2,587	



# DVRPC FY 2001-2004 TIP

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## Pennsylvania - Highway Program

### Montgomery

TIP# 8803 Upper Merion Township

MPMS# 57332 Bicycle Mobility Improvements

AQ Code X Upper Merion Twp.

Design and construction of road improvements for bicycle facilities on N. Henderson Rd., W. Beidler Rd., PA 23, W. Valley Forge Rd., Keebler Rd., S. Gulph Rd., S. Henderson Rd., Croton Rd., and S. Warner Rd.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ	72				
DES	LOCAL	18				
ROW	CMAQ			48		
ROW	LOCAL			12		
CON	CMAQ				240	
CON	LOCAL				60	
Fiscal Year Total		90	0	60	300	0
Total FY 01-04 Cost					450	

TIP# 8805 Ambler Gateway Enhancement Project

MPMS# 61706

AQ Code X Ambler Boro.

Creation of gateways along Butler Ave. through installation of improvements to the streetscape including monument signage, new sidewalks, historic pedestrian scale lighting, benches, and receptacles.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	25				
CON	TE			208		
Fiscal Year Total		25	0	208	0	0
Total FY 01-04 Cost					233	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8806 Tookany Creek Trail

MPMS# 61705

AQ Code X

Cheltenham Twp.

Construction of improvements to 2.2 mile multi-use trail parallel to Tookany Creek Parkway.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	35				
CON	LOCAL			234		
CON	TE			199		
Fiscal Year Total		35	0	433	0	0
		Total FY 01-04 Cost				468

TIP# 8807 Main St. Streetscape Improvements

MPMS# 61707

Phase I

Norristown Boro.

AQ Code X

Norristown Boro.

Construction of streetscape improvements in central business district.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	40				
CON	TE				550	
Fiscal Year Total		40	0	0	550	0
		Total FY 01-04 Cost				590



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8808 Pedestrian/Bicycle Promenade

MPMS# 61709 Pottstown Boro.

AQ Code X Pottstown Boro.

Land acquisition for, and construction of, pedestrian promenade connecting Pottstown business District, waterfront, and Montgomery Co. Community College.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	2				
PE	TE	8				
DES	LOCAL		11			
DES	TE		42			
ROW	LOCAL			1		
ROW	TE			6		
CON	LOCAL				70	
CON	TE				280	
Fiscal Year Total		10	53	7	350	0
Total FY 01-04 Cost					420	

TIP# 8810 PA 611 Closed Loop Signal System (Q57)

MPMS# 60708 Abington Township

AQ Code 20050 Twp. Line Rd. (PA 73) to Moreland Rd.

Abington Twp.

Installation of a traffic responsive, closed loop signal system connecting thirteen signalized intersections along PA 611. Part of a four-municipality effort to connect a total of forty intersections with fiber optic communications on the PA 611 corridor, sharing data, software, and maintenance.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	30				
PE	LOCAL	45				
ROW	CMAQ			10		
CON	CMAQ				485	
Fiscal Year Total		75	0	10	485	0
Total FY 01-04 Cost					570	



# DVRPC FY 2001-2004 TIP

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## Pennsylvania - Highway Program

### Montgomery

TIP# 8811 PA 611 Closed Loop Signal System (Q58)

MPMS# 60722 Horsham Township

Blair Mill Rd. to Maple Ave.

AQ Code 2005O Horsham Twp.

Installation of a traffic responsive, closed loop signal system connecting five signalized intersections along PA 611. Part of a four-municipality effort to connect a total of forty intersections with fiber optic communications on the PA 611 corridor, sharing data, software, and maintenance.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	10			
PE	LOCAL	25			
ROW	CMAQ			15	
CON	CMAQ				195

Fiscal Year Total	35	0	15	195	0
Total FY 01-04 Cost				245	

TIP# 8812 PA 611 Closed Loop Signal System (Q59)

MPMS# 60973 Jenkintown Borough

Washington Ln. to Rdyal Rd./Clovery Ave.

AQ Code 2005O Jenkintown Boro.

Installation of a traffic responsive, closed loop signal system connecting four signalized intersections along PA 611. Part of a four-municipality effort to connect a total of forty intersections with fiber optic communications on the PA 611 corridor, sharing data, software, and maintenance.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	10			
PE	LOCAL	18			
CON	CMAQ				192

Fiscal Year Total	28	0	0	192	0
Total FY 01-04 Cost				220	



# DVRPC FY 2001-2004 TIP

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## Pennsylvania - Highway Program

### Montgomery

TIP# 8813 PA 611 Closed Loop Signal System (Q60)

MPMS# 61053 Upper Moreland Township

Moreland Rd. to Blair Mill Rd.

AQ Code 2005O Upper Moreland Twp.

Installation of a traffic responsive, closed loop signal system connecting thirteen signalized intersections along PA 611 and five signalized intersections on PA 263. Part of a four-municipality effort to connect a total of forty intersections with fiber optic communications on PA 611, sharing data, software, and maintenance.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	45			
PE	LOCAL	65			
ROW	CMAQ			25	
CON	CMAQ				635

Fiscal Year Total	110	0	25	635	0
Total FY 01-04 Cost				770	

TIP# 8814 Township Wide Traffic Signal Closed Loop

MPMS# 58662 System Upgrade and Expansion (Q63)

Upper Merion Township

AQ Code 2005O Upper Merion Twp., Bridgeport Boro.

Expand the existing closed loop signal system to focus on additional corridors including Dekalb Pike (including Bridgeport Boro.), Allendale Rd., Henderson Rd., Gulph Rd., and PA-23.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
PE	LOCAL	170			
DES	LOCAL		200		
CON	CMAQ				1,740
CON	LOCAL				65

Fiscal Year Total	170	200	0	1,805	0
Total FY 01-04 Cost				2,175	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8815 PA 29, Main St.

MPMS# 57849 over abandoned Reading Railroad Tracks

Bridge Removal

AQ Code X Pennsburg Boro., Red Hill Boro.

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	STATE		100			
ROW	STATE			20		
CON	STATE				600	
Fiscal Year Total		0	100	20	600	0
Total FY 01-04 Cost					720	

TIP# 8816 Manor Rd.

MPMS# 57850 over Manor Creek

Bridge Replacement

AQ Code X Whitmarsh Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	75				
ROW	LOCAL			25		
CON	LOCAL					90
CON	STATE					360
Fiscal Year Total		75	0	25	0	450
Total FY 01-04 Cost					100	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8817 *Plank/Otts/Meyers/Seitz Rds.*

MPMS# 57851 PA 73 to Township Line Rd.

AQ Code X Corridor and Intersection Improvements

Skipack Twp., Perkiomen Twp.

Corridor/intersection improvements; realign off-set intersection, upgrade to good 2-lane road with shoulders (one mile).

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	STATE	270				
CON	HWY					2,080
CON	STATE					520
ROW	HWY					360
ROW	STATE					90

Fiscal Year Total 270 0 0 0 3,050

Total FY 01-04 Cost 270

TIP# 8818 *PA 73, Skipack Pike*

MPMS# 57853 US 202 (Dekalb Pike) to Butler Pike

AQ Code 2015/20M Corridor/Intersection Improvements

Whitpain Twp.

Corridor/intersection improvements; install turn lanes and provide shoulder bike lanes (3 miles). Act 209 Impact Fee partnership project.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	300				
CON	HWY					2,800
CON	STATE					700
ROW	HWY					400
ROW	LOCAL					100

Fiscal Year Total 300 0 0 0 4,000

Total FY 01-04 Cost 300

TIP# 8819 *Lafayette St.*

MPMS# 57858 Ford St. to Conshohocken Rd.

AQ Code X Road Extension, US-202 Connection Study

Norristown Boro., Plymouth Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	300				

Fiscal Year Total 300 0 0 0 0

Total FY 01-04 Cost 300



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8820 US 422, Pottstown Expressway

MPMS# 57859 US 202 to PA 363

AQ Code X Widening, Interchange Improvements Study  
U. Merion, L. Providence, W. Norriton, Schuylkill Twp.

Analyze PA 23 relocation from Valley Forge Park to US 422, including a full movement interchange at PA-363 and the widening of US-422 to six lanes.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
PLS	HWY		500		
PLS	LOCAL		500		

Fiscal Year Total 0 1,000 0 0 0

Total FY 01-04 Cost 1,000

TIP# 8821 Upper Perkiomen Industrial Access Proj.

MPMS# 57860

AQ Code X Upper Hanover Twp., East Greenville, Pennsburg Boros.

Analyze options for improved truck access.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
PE	HWY	640			
PE	LOCAL	160			
CON	HWY				2,400
CON	LOCAL				600
DES	HWY				640
DES	LOCAL				160
ROW	HWY				400
ROW	LOCAL				100

Fiscal Year Total 800 0 0 0 4,300

Total FY 01-04 Cost 800



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8822 *Pleasant View Rd.*

MPMS# 57861 Buchert Rd. to Sanatoga Rd.

Realignment

AQ Code X Lower Pottsgrove Twp.

Realign road and widen to soften "S" curve; add curbs, sidewalks, drainage and left turn lanes (.03 miles)

Safety problem of sharp curve and poor drainage is aggravated by increasing use of Pleasant View Road as an access route to the US-422 Expressway.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	65				
ROW	LOCAL			30		
CON	HWY					280
CON	LOCAL					70
Fiscal Year Total		65	0	30	0	350
		Total FY 01-04 Cost			95	

TIP# 8823 *Keystone Blvd.*

MPMS# 57862 College Dr. to Old Reading Pike

New Roadway

AQ Code 2015/20M Pottstown Boro., West Pottsgrove Twp.

Construct new road through Keystone Opportunity Zone (1.6 miles). This is a 52-acre parcel adjacent to the Schuylkill River which lacks adequate road access.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	400				
DES	HWY			400		
DES	LOCAL			100		
CON	HWY					1,600
CON	LOCAL					400
ROW	HWY					80
ROW	LOCAL					20
Fiscal Year Total		400	0	500	0	2,100
		Total FY 01-04 Cost			900	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8824 Cowpath Rd./Godshall Rd./Broad St.

MPMS# 57864

AQ Code X Intersection Realignment  
Franconia Twp.

Realign intersection. Safety hazard of two angled intersections located very close to each other.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	100				
DES	LOCAL			300		
CON	HWY					1,320
CON	STATE					330
ROW	HWY					240
ROW	LOCAL					60
Fiscal Year Total		100	0	300	0	1,950
		Total FY 01-04 Cost			400	

TIP# 8825 Edge Hill Rd.

MPMS# 57865 Easton Rd. to Jenkintown Rd.

AQ Code X Reconstruction  
Abington Twp.

Reconstruct; add curbs and drainage (.9 miles)

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	HWY		240			
PE	LOCAL		60			
DES	HWY			240		
DES	LOCAL			60		
CON	HWY					1,600
CON	STATE					400
ROW	HWY					240
ROW	LOCAL					60
Fiscal Year Total		0	300	300	0	2,300
		Total FY 01-04 Cost			600	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8826 *Norristown Rd.*

MPMS# 57866 at Stenton Ave./Narcissa Rd. (6 points)

AQ Code X Realignment

Whitpain Twp.

Realign and separate approaches to intersection. Act 209 Impact Fee partnership project.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	100				
ROW	LOCAL			200		
CON	STATE					1,000
Fiscal Year Total		100	0	200	0	1,000
		Total FY 01-04 Cost			300	

TIP# 8827 *Township Line Rd.*

MPMS# 57867 at Ridge Pike

AQ Code X Intersection Improvement

Limerick Twp., Upper Providence Twp.

Add turn lanes, upgrade signals.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	LOCAL	100				
DES	LOCAL				100	
CON	STATE					1,000
ROW	STATE					200
Fiscal Year Total		100	0	0	100	1,200
		Total FY 01-04 Cost			200	

TIP# 8829 *PA 611, Easton Rd.*

MPMS# 57870 I-276, PA Turnpike to Blair Mill Rd.

AQ Code 2002M Widening

Upper Moreland Twp., Horsham Twp.

Widen Easton Road between PA Turnpike (I-276) and Blair Mill Rd.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	LOCAL	100				
CON	HWY		850			
CON	LOCAL		750			
Fiscal Year Total		100	1,600	0	0	0
		Total FY 01-04 Cost			1,700	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8830 Sanatoga Rd.

MPMS# 57871 over Branch of Swamp Creek

Bridge Replacement

AQ Code X New Hanover Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	STATE	100				
DES	STATE		150			
ROW	STATE				50	
CON	STATE					700

Fiscal Year Total	100	150	0	50	700
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Total FY 01-04 Cost	300
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TIP# 8831 PA 309 Design Review Manager

MPMS# 57789 Greenwood Ave. to Welsh Rd.

AQ Code X Various

Utilize consultant services for design management of the PA 309 reconstruction project.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY	1,600				
DES	STATE	400				

Fiscal Year Total	2,000	0	0	0	0
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Total FY 01-04 Cost	2,000
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TIP# 8832 I-76, Schuylkill Expressway (eastbound)

MPMS# 51225 Croton Rd. to Weadley Rd.

Noise Walls

AQ Code X Upper Merion Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	ST-SP	4,800				

Fiscal Year Total	4,800	0	0	0	0
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Total FY 01-04 Cost	4,800
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Montgomery

TIP# 8833 I-476, northbound

MPMS# 51222 Fulton St. to Woodside Rd.

AQ Code X Noise Walls  
Plymouth Twp.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	ST-SP	2,500			
Fiscal Year Total		2,500	0	0	0
Total FY 01-04 Cost				2,500	

TIP# 8834 Rockland Ave. Bridge

MPMS# 15992 over AMTRAK's Harrisburg Line

AQ Code X Bridge Replacement (pedestrian)  
Narberth Boro.

This bridge is currently closed to both vehicular and pedestrian traffic. The bridge will be replaced with a pedestrian bridge.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	225			
ROW	LOCAL				5
CON	LOCAL				320
CON	STATE				1,280
Fiscal Year Total		225	0	0	5
Total FY 01-04 Cost				230	1,600

Total for Montgomery 93,606 134,823 162,694 138,695 411,422

Total FY 01-04 Cost 529,818



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 0511A I-95 Levick St. Structure and  
MPMS# 50575 Westmoreland St. Viaduct  
Bridge & Roadway Recon., Sign Upgrade  
AQ Code X Philadelphia City

Reconstruction of the Westmoreland St. viaduct and the Levick St. bridge (2 bridges), and signing upgrades.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR	8,000			
CON	HWY	4,000			
CON	STATE	2,000			
CON	STATE	1,000			
CON	BR		8,000		
CON	STATE		2,000		

Fiscal Year Total	15,000	10,000	0	0	0
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Total FY 01-04 Cost	25,000
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TIP# 0511B I-95  
MPMS# 47783 BLEIGH AVE. TO ACADEMY RD.  
BRIDGE AND ROADWAY RECONSTRUCTION

AQ Code X

Reconstruction of six bridges and 1.2 miles of roadway.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR	20,000			
CON	HWY	4,000			
CON	STATE	1,000			
CON	STATE	5,000			
CON	BR		16,000		
CON	HWY		8,000		
CON	STATE		4,000		
CON	STATE		2,000		
CON	BR			12,000	
CON	HWY			8,000	
CON	STATE			2,000	
CON	STATE			3,000	

Fiscal Year Total	30,000	30,000	25,000	0	0
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Total FY 01-04 Cost	85,000
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9151B I-95 & ARAMINGO AVE. (ADAMS AVE CONNCTR)

MPMS# 17782 BETSY ROSS BRIDGE TO TORRESDALE AVENUE

065C7014 CONSTRUCT NEW ROADWAY

AQ Code 2015/20M Northeast Phila.

Construct an extension of Adams Ave. east of Tacony St. to connect to ramps constructed in TIP #9151A and provide a connection between Torresdale Ave. (east of Frankford Ave.) and I-95.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ENG	STATE	50				
ENG	STU	200				
ROW	STATE			70		
ROW	STU			280		
CON	STATE					286
CON	STU					1,142

Fiscal Year Total 250 0 350 0 1,428

Total FY 01-04 Cost 600

TIP# 9308 GERMANTOWN AVENUE BRIDGE

MPMS# 17109 OVER WISSAHICKON CREEK

065L002 BRIDGE REPLACEMENT

AQ Code X Northwest Phila.

The northbound lane of this two lane bridge is currently closed to traffic. The superstructure was built in 1920 and the piers in 1786. It will be replaced with a bridge with two 12' lanes, 6' shoulders, sidewalk on one side, and a pedestrian/bicycle/equestrian trail on the other side. The project also includes roadway realignment to remove a sharp curve and visual mitigation.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	BR		3,200			
CON	LOCAL		200			
CON	STATE		600			

Fiscal Year Total 0 4,000 0 0 0

Total FY 01-04 Cost 4,000



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9332 PA 63, WOODHAVEN ROAD PROJECT

MPMS# 17112 US 1 (ROOSEVELT BLVD.)-PHILMONT AVENUE

065C7012

AQ Code 2015/20M Northeast Phila., Lower Moreland Twp.

This project involves an EIS with three alternatives: (1) no build, (2) widening the existing Byberry Rd. including extending the Woodhaven Expressway to Byberry Rd., and (3) extending Woodhaven Rd. from its current terminus at Evans St. to Philmont Ave. The limited access road would be four lanes (two lanes in each direction) from Evans St. to Bustleton Ave. and two lanes (one lane in each direction) from Bustleton Ave. to Philmont Ave. A partial diamond interchange will be constructed at Bustleton Ave.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	STATE		400			
DES	STU		1,600			
CON	HWY					36,000
CON	STATE					9,000
ROW	STATE					600
ROW	STU					2,400
Fiscal Year Total		0	2,000	0	0	48,000
		Total FY 01-04 Cost			2,000	

TIP# 9345 KREWSTOWN ROAD

MPMS# 16785 OVER PENNYPACK CREEK

065L108 BRIDGE REPLACEMENT/REHABILITATION

AQ Code X Northeast Phila.

The existing bridge is a narrow two lanes with a 5' sidewalk on one side. It is currently load restricted to 20 tons. The new bridge will be on a new alignment to correct the poor horizontal and vertical geometry. It will be two lanes with shoulders and sidewalks on both sides. The existing bridge may be kept as a pedestrian/bicycle/equestrian trail.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	BR					3,210
CON	LOCAL					803
Fiscal Year Total		0	0	0	0	4,013
		Total FY 01-04 Cost			0	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9375 RISING SUN AVENUE & ADAMS AVENUE (C045)

MPMS# 17793 INTERSECTION

065S026Q SIGNAL & INTERSECTION IMPROVEMENT

AQ Code X Northeast Phila.

Widen the south side of Adams Ave. to improve its alignment and upgrade the signalization by installing overhead signals and advance left turn phasing for both eastbound Adams Ave. and northbound Rising Sun Ave.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	760			
CON	STATE	190			

Fiscal Year Total 950 0 0 0 0

Total FY 01-04 Cost 950

TIP# 9459 LINDBERGH BOULEVARD

MPMS# 17023 OVER CSX RAILROAD

065C009 BRIDGE REPLACEMENT

AQ Code X Southwest Phila.

The existing bridge has two 12' lanes, 5' shoulders, and 5' sidewalks. It will be replaced in kind.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR		2,880		
CON	STATE		720		

Fiscal Year Total 0 3,600 0 0 0

Total FY 01-04 Cost 3,600

TIP# 9463 HOLME AVENUE

MPMS# 17464 OVER CONRAIL (1 TRACK)

065C075 BRIDGE REPLACEMENT

AQ Code X Northeast Phila.

The existing four lane bridge with a wide concrete median will be replaced in kind. The bridge is currently load restricted.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR		1,080		
CON	STATE		270		

Fiscal Year Total 0 1,350 0 0 0

Total FY 01-04 Cost 1,350



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9464 RHAWN STREET

MPMS# 17408 OVER CONRAIL

065C074 BRIDGE REPLACEMENT

AQ Code X Northeast Phila.

The existing two lane bridge with minimal shoulders and sidewalks on both sides will be replaced in kind.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR	1,360			
CON	STATE	340			

Fiscal Year Total 1,700 0 0 0 0

Total FY 01-04 Cost 1,700

TIP# 9555 SCHOOL HOUSE LANE

MPMS# 17582 RIDGE AVENUE TO HENRY AVENUE

065L820 RECONSTRUCTION

AQ Code X Northwest Phila.

This roadway reconstruction project includes minor widening, drainage improvements, sidewalk construction, and realignment of the Ridge Ave. intersection.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	840			
CON	STU	3,360			

Fiscal Year Total 4,200 0 0 0 0

Total FY 01-04 Cost 4,200

TIP# 9614 CENTER CITY TRAFFIC SYSTEMS II

MPMS# 17655 SOUTH ST. TO SPRING GARDEN ST.

065S211M SIGNAL IMPROVEMENTS

AQ Code 2002M Central Phila.

This project consists of the installation of a computerized traffic signal system for approximately 170 signals.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	3,000			
CON	CMAQ		4,200		

Fiscal Year Total 3,000 4,200 0 0 0

Total FY 01-04 Cost 7,200



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9615 PA 611, N. BROAD ST.

MPMS# 17652 SPRING GARDEN ST. TO MONT. CO. LINE

065S217C CORRIDOR IMPROVEMENTS

AQ Code 2002M North Phila.

Upgrade the traffic signals at 10 intersections.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	1,000			

Fiscal Year Total	1,000	0	0	0	0
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Total FY 01-04 Cost 1,000

TIP# 9621 HARBISON AVE./ARAMINGO AVE. (C048)

MPMS# 17659 I-95 TO ROOSEVELT BLVD.

065S249M SIGNAL AND CORRIDOR IMPROVEMENTS

AQ Code 2002M Northeast Phila.

This project includes 27 signals and covers a distance of about 6 miles. Proposed improvements on Harbison Ave. include removing the medians at the intersections for the painting of left turn standby lanes and the provision of overhead signals that will be interconnected with new controllers. Proposed improvements on Aramingo Ave. include the addition of overhead signals and left turn standby lanes from Butler St. to Bridge St.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ		2,200		
CON	STATE		550		

Fiscal Year Total	0	2,750	0	0	0
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Total FY 01-04 Cost 2,750

TIP# 9623 PA 611, S. BROAD ST. AT I-76

MPMS# 17649 AND POLLOCK ST. (STADIUM COMPLEX)

065S214F INTERCHANGE REALIGNMENT

AQ Code X South Phila.

Simplify the Broad St./Packer Ave. intersection; relocate the eastbound I-76 on-ramp out of the intersection; realign the westbound I-76 on-ramp intersection with the Broad St. main line; and remove the northbound Broad St. Service Road.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	HWY	1,520			
CON	STATE	380			

Fiscal Year Total	1,900	0	0	0	0
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Total FY 01-04 Cost 1,900



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9625 MARKET STREET

MPMS# 17657 DELAWARE COUNTY LINE TO 39TH STREET

065S225C SIGNAL & PEDESTRIAN INITIATIVES

AQ Code 2005M West Phila.

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
ENG	CMAQ	400			
ENG	STATE	100			
CON	CMAQ			1,360	
CON	STATE			340	

Fiscal Year Total 500 0 1,700 0 0

Total FY 01-04 Cost 2,200

TIP# 9655 FAIRMOUNT PARK BIKEWAY ENHANCEMENTS

MPMS# 17751 BIKEWAY CONSTRUCTION

065H3C63

AQ Code X Northwest Phila.

This project involves the construction of a bikeway and trail along Main St. in Manayunk, the Manayunk Towpath, and the former Pennsylvania Railroad roadbed. It will provide a link to the existing paths on East River Dr. (at Ridge Ave. and Wissahickon Creek) and the Valley Forge Bikeway (at Port Royal Ave.).

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL			180	
CON	TE			720	

Fiscal Year Total 0 0 900 0 0

Total FY 01-04 Cost 900



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9661 40TH STREET

MPMS# 17460 OVER AMTRAK/SEPTA

065L157 BRIDGE REPLACEMENT

AQ Code X West Phila.

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	BR		928			
ROW	LOCAL		59			
ROW	STATE		174			
CON	BR					5,131
CON	LOCAL					321
CON	STATE					962
Fiscal Year Total		0	1,161	0	0	6,414
		Total FY 01-04 Cost		1,161		

TIP# 9662 BELLS MILL ROAD

MPMS# 17581 GERMANTOWN AVE. TO STENTON AVE.

065L839 RESTORATION

AQ Code X Northwest Phila.

This road restoration project involves drainage improvements, minor widening, and sidewalk improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ENG	LOCAL	40				
ENG	STU	160				
ROW	LOCAL	10				
ROW	STU	40				
CON	LOCAL		180			
CON	STU		720			
Fiscal Year Total		250	900	0	0	0
		Total FY 01-04 Cost		1,150		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9682A 42ND STREET

MPMS# 17461 OVER AMTRAK/SEPTA (SOUTH OF POPLAR)

065L164 BRIDGE DECK REPLACEMENT

AQ Code X West Phila.

The existing bridge is currently load restricted. The project involves bridge deck replacement, repainting, visual mitigation, and guiderail improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR	2,800			
CON	LOCAL	175			
CON	STATE	525			

Fiscal Year Total	3,500	0	0	0	0
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Total FY 01-04 Cost	3,500
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TIP# 9684A SOUTH STREET

MPMS# 17724 OVER I-76 (WB), SCHUYLKILL RIVER, & CSX

065L160 BRIDGE REPLACEMENT

AQ Code X Central Phila.

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, and 5' sidewalks. The project also includes improvements to the I-76 off-ramps, visual mitigation, and detour route improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
ROW	BR		1,800		
ROW	LOCAL		112		
ROW	STATE		338		
CON	BR				8,000
CON	LOCAL				500
CON	STATE				1,500

Fiscal Year Total	0	2,250	0	10,000	0
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Total FY 01-04 Cost	12,250
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9684B SOUTH STREET

MPMS# 17603 OVER I-76 (EB) AND AMTRAK N.E. CORRIDOR

065L161 BRIDGE REHABILITATION(ENG. COSTS #9684B)

AQ Code X West Phila.

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, and 5' sidewalks. The project also includes improvements to the I-76 off-ramps, visual mitigation, and detour route improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	BR		1,040			
ROW	LOCAL		65			
ROW	STATE		195			
CON	BR					4,000
CON	LOCAL					250
CON	STATE					750
Fiscal Year Total		0	1,300	0	0	5,000
			Total FY 01-04 Cost	1,300		

TIP# 9684C SOUTH STREET

MPMS# 17462 OVER SEPTA WILMINGTON/ELWYN/AIRPORT LINE

065L162 BRIDGE REHABILITATION (ENG. COST #9684A)

AQ Code X West Phila.

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, and 5' sidewalks. The project also includes improvements to the I-76 off-ramps, visual mitigation, and detour route improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	BR		1,200			
ROW	LOCAL		75			
ROW	STATE		225			
CON	BR					4,000
CON	LOCAL					250
CON	STATE					750
Fiscal Year Total		0	1,500	0	0	5,000
			Total FY 01-04 Cost	1,500		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9689 6th Highway District "3R"

MPMS# 17766 CENTER CITY AND NORTH PHILADELPHIA

065L170 RECONSTRUCTION/RESTORATION/RESURFACING

AQ Code X Northeast Phila.

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards. This project covers approximately 13 miles of roadway.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	400			
CON	STU	1,600			

Fiscal Year Total	2,000	0	0	0	0
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Total FY 01-04 Cost 2,000

TIP# 9704 WESTBANK GREENWAY (C004)

MPMS# 17791 31ST ST., 32ND ST., & MANTUA AVE. (etc.)

065S019Q PEDESTRIAN/BICYCLE ENHANCEMENTS

AQ Code X West Phila.

Rebuild existing sidewalk as a pedestrian path/bikeway, rebuild fence and portions of a stone retaining wall, remove billboards, landscape to open views to the city skyline, plant street trees, install street lighting and signs, widen Spring Garden St. bridge sidewalk, construct ramp for pedestrians and bicyclists to connect the Spring Garden St. bridge to West River Drive.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	624			
CON	LOCAL	156			

Fiscal Year Total	780	0	0	0	0
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Total FY 01-04 Cost 780

TIP# 9705 ARTERIAL SIGNAL INTERCONNECT (C005)

MPMS# 17788 CITYWIDE

065S006Q SIGNAL COORDINATION

AQ Code 2002O Philadelphia City

This projects includes 448 signals and covers about 65 miles of lower volume roadway (9000-15000 ADT). Each of the roads included in the project carries a SEPTA route for all or most of its length.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	1,360			
CON	LOCAL	340			

Fiscal Year Total	1,700	0	0	0	0
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Total FY 01-04 Cost 1,700



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9707 COBB'S CREEK BIKEWAY (C072)

MPMS# 17787 US 1 CITY AVE. TO PA 291 TO AIRPORT, ETC

065S003Q BIKEWAY CONSTRUCTION

AQ Code X West Phila., Southwest Phila.

This project involves constructing a 10.2 mile bikeway running from US 1, City Ave. southwest to PA 291 at the Philadelphia International Airport, through city park land and then along city streets. It frequently intersects with mass transit stops and connects several important commercial areas.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ		2,400		
CON	LOCAL		600		

Fiscal Year Total	0	3,000	0	0	0
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Total FY 01-04 Cost 3,000

TIP# 9720 PA 611, BROAD STREET

MPMS# 17796 VINE ST. TO OLNEY AVE.

065M5416 ARTERIAL IMP. ASSOCIATED W/ I-95

AQ Code 2002M Philadelphia City

This project involves upgrading and interconnecting the traffic signals for approximately 37 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	2,800			

Fiscal Year Total	2,800	0	0	0	0
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Total FY 01-04 Cost 2,800

TIP# 9721 TORRESDALE AVE.

MPMS# 17794 HARBISON AVE. TO LINDEN AVE.

065M5414 ARTERIAL IMP. ASSOCIATED W/ I-95

AQ Code 2002M Philadelphia City

This project involves upgrading and interconnecting the traffic signals for approximately 29 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	1,350			

Fiscal Year Total	1,350	0	0	0	0
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Total FY 01-04 Cost 1,350



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9722 NEW STATE/TACONY RD.

MPMS# 17797 BRIDGE ST. TO OLD STATE RD.

065M5417 ARTERIAL IMP. ASSOCIATED W/ I-95

AQ Code 2002M Philadelphia City

This project involves upgrading and interconnecting the traffic signals for approximately 10 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	450			

Fiscal Year Total	450	0	0	0	0
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Total FY 01-04 Cost	450
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TIP# 9723 KNIGHTS RD.

MPMS# 17798 FRANKFORD AVE. TO STREET RD.

065M5418 ARTERIAL IMP. ASSOCIATED W/ I-95

AQ Code 2002M Philadelphia City

This project involves upgrading and interconnecting the traffic signals for approximately 16 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	475			

Fiscal Year Total	475	0	0	0	0
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Total FY 01-04 Cost	475
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TIP# 9734 Island Ave.

MPMS# 17697 Woodland Ave. to Bartram Ave.

Signal Improvements

AQ Code 2002M Philadelphia

Upgrade the signal controls at six intersections, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	1,040			
CON	LOCAL	260			

Fiscal Year Total	1,300	0	0	0	0
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Total FY 01-04 Cost	1,300
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9735 *Ogontz Ave.*

MPMS# 17801 Belfield Ave. to Cheltenham Ave.

AQ Code 2002M Signal Improvements  
Philadelphia

Modernize signals at 29 intersections; simplify 7 odd-angle or multi-leg intersections (included in 29 total); resurface roadway; provide bicycle lanes; reduce pedestrian crossing distances where possible; provide curbside bus zones from SEPTA Route 6 bus stops.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ		3,040		
CON	LOCAL		760		

Fiscal Year Total	0	3,800	0	0	0
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Total FY 01-04 Cost 3,800

TIP# 9736 *Kelly Drive*

MPMS# 17768 Eakins Oval to Gustine Lake Interchange

AQ Code X Lighting Modernization  
Philadelphia

Modernize lighting system. Slight realignment of Sedgley/Aquarium Dr. intersection, including installation of signal to enhance and protect pedestrian crossing and cross-traffic movement.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	780			
CON	STU	3,120			

Fiscal Year Total	3,900	0	0	0	0
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Total FY 01-04 Cost 3,900

TIP# 9737 *1st/2nd/3rd Highway Districts "3R"*

MPMS# 16795

AQ Code X Reconstruction/Restoration/Resurfacing  
Center City, North/South/West Phila.

Typical components of a "3R" project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a "3R" project is to make whatever improvements are necessary to bring the road up to current standards.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	440			
CON	STU	1,760			

Fiscal Year Total	2,200	0	0	0	0
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Total FY 01-04 Cost 2,200



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9739 Cayuga St. (w. of 5th St., Hunting Park)

MPMS# 17722 over Abandoned Railroad

AQ Code X Bridge Removal

Philadelphia

Removal of bridge, fill of area, repaving.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	BR		1,600			
CON	LOCAL		200			
CON	STATE		200			
Fiscal Year Total		0	2,000	0	0	0
Total FY 01-04 Cost					2,000	

TIP# 9740 North Delaware Ave.

MPMS# 46956 Lewis St. to Bridge St.

AQ Code 2005M New Roadway Phase I

Philadelphia

Construct a new roadway and a new bridge across Frankford Creek to improve access to I-95 and the Betsy Ross Bridge.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	DEMO	160				
DES	LOCAL	40				
CON	DEMO				3,927	
CON	LOCAL				1,400	
CON	STU				1,673	
Fiscal Year Total		200	0	0	7,000	0
Total FY 01-04 Cost					7,200	

TIP# 9741 Germantown Ave.: Ashmead Pl. to Coulter

MPMS# 48191 Allens La. to Cresheim Valley Dr.

AQ Code X Reconstruction

Philadelphia

Reconstruct roadway and replace trolley tracks.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	STATE	80				
DES	STU	320				
CON	HWY					3,200
CON	STATE					800
Fiscal Year Total		400	0	0	0	4,000
Total FY 01-04 Cost					400	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9742 Glenwood Ave. (w. of 3rd St., N. Phila.)

MPMS# 17492 over Abandoned Railroad

066786210 Bridge Removal

AQ Code X Philadelphia

Removal of bridge, fill of area, repaving.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR	800			
CON	LOCAL	100			
CON	STATE	100			

Fiscal Year Total	1,000	0	0	0	0
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Total FY 01-04 Cost 1,000

TIP# 9743 Allen's Lane

MPMS# 48193 over SEPTA (s. of Germantown Ave.)

Bridge Replacement

AQ Code X Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	BR	208			
DES	LOCAL	52			
ROW	BR		460		
ROW	STATE		115		
CON	BR			1,200	
CON	STATE			300	

Fiscal Year Total	260	575	1,500	0	0
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Total FY 01-04 Cost 2,335



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9744 *Independence Mall Gateway*

MPMS# 46957 5th St., 6th St., Chestnut St.,  
Market St., Arch St., and Race St.  
AQ Code X Philadelphia

Investigation of new crosswalks, bus loading/unloading areas, traffic control needs, and related improvements to improve traffic flow, pedestrian paths, and circulation of tour/charter buses in vicinity of Independence Mall. Preliminary engineering efforts will identify specific improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	DEMO	350			
DES	LOCAL	150			
CON	DEMO			5,850	
CON	LOCAL			1,450	

Fiscal Year Total	500	0	7,300	0	0
Total FY 01-04 Cost				7,800	

TIP# 9745 *I-95/International Airport Ramp Revision*

MPMS# 17828 I-95 Airport Interchange

AQ Code 2005M Philadelphia, Tinicum Twp.

Realignment of current SB I-95 Airport exit, new structure over I-95, creation of new NB direct I-95 Airport exit, and revisions to existing PA 291 to accommodate new Terminal 1.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	BR	22,400			
CON	DEMO*	6,840			
CON	ECDV*	1,408			
CON	HWY	6,300			
CON	STAT*	7,477			
CON	BR		11,160		
CON	DEMO*		7,220		
CON	STAT*		4,595		
CON	DEMO*			6,693	
CON	STAT*			1,673	

Fiscal Year Total	44,425	22,975	8,366	0	0
Total FY 01-04 Cost				75,766	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9746 30th St. Station Intermodal Gateway

MPMS# 17135 Vicinity of 30th St. Station

AQ Code X Philadelphia

Focus will be on pedestrian path revisions, traffic signal work, transit improvements for surface bus loading and related work to alleviate confusing and pedestrian unfriendly station roadway layout.

Additional funding for this project is programmed in the SEPTA section under TIP #S092.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	DEMO	300				
PE	LOCAL	75				
DES	DEMO		300			
DES	LOCAL		75			
CON	DEMO				5,400	
CON	LOCAL				1,350	
Fiscal Year Total		375	375	0	6,750	0
		Total FY 01-04 Cost			7,500	

TIP# 9747 Vine St. Pedestrian Bridge

MPMS# 46960 between 15th and 16th Sts.

AQ Code X Philadelphia

Proposed stadium at Broad and Spring Garden Sts. will introduce significant pedestrian movement through the area. Construction of a pedestrian bridge across Vine St., I-676 ramps, and Callowhill St. has been proposed.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	DEMO	50				
PE	LOCAL	10				
DES	DEMO		150			
DES	LOCAL		40			
CON	DEMO			800		
CON	LOCAL			200		
Fiscal Year Total		60	190	1,000	0	0
		Total FY 01-04 Cost			1,250	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9748 Philadelphia Naval Shipyard Access

MPMS# 46958

AQ Code X

Philadelphia

Current privatization of site will necessitate provision of new access roadways. Two alternatives are being explored - extension of Delaware Ave. and connection to 26th St. on north side of Ship Basin. A third, connecting from Broad St. on new alignment has been preliminarily evaluated.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	DEMO	200			
DES	LOCAL	50			
CON	DEMO			3,200	
CON	LOCAL			725	

Fiscal Year Total	250	0	3,925	0	0
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Total FY 01-04 Cost 4,175

TIP# 9749 Tioga Marine Terminal

MPMS# 17825 between Allegheny Ave. and Castor Ave.

AQ Code X

Philadelphia

Eight new truck lanes and gate will be constructed at the container terminal and four new truck lanes and gate will be constructed at the breakbulk terminal. The container lanes/gate will have office space for clerks and administrators and three lanes with truck scales. In the vicinity of the container gate there will be a roofed roadability examination area. In the vicinity of the breakbulk lanes/gate there will be new traffic signals and highway striping.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	DEMO	120			
DES	LOCAL	30			
PE	DEMO	80			
PE	LOCAL	20			
CON	DEMO			1,000	
CON	LOCAL			250	

Fiscal Year Total	250	0	1,250	0	0
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Total FY 01-04 Cost 1,500



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9750 *West Philadelphia Congestion Mitigation*

MPMS# 17830 Woodland Ave. btw. 42nd & 46th Sts.

AQ Code X Philadelphia

This project consists of converting a large portion of the abandoned Breyers ice cream plant into a parking area to serve students and public transit commuters. The 11 acre tract of land, adjacent to and owned by the University of the Sciences in Philadelphia, is located along 43rd St. and runs from Woodland Ave. to the Schuylkill River.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	DEMO		369			
Fiscal Year Total		0	369	0	0	0
Total FY 01-04 Cost					369	

TIP# 9751 *Drexel Highway Research Facility*

MPMS# 46961 Market St. near 30th St. Station

Construction of New Building

AQ Code X Philadelphia

This project consists of constructing a new facility to house the Drexel Intelligent Infrastructure Institute and related research and development programs. The building will showcase cutting-edge information support and management systems that are vital to modern transportation and safety research.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	DEMO		1,000			
Fiscal Year Total		0	1,000	0	0	0
Total FY 01-04 Cost					1,000	

TIP# 9754 *Belfield Ave.*

MPMS# 48194 Old York Rd. to Wister St.

Corridor Optimization

AQ Code 2002M Philadelphia

Signal modernization, channelization, pavement markings, and related work, including provisions for bicycle accommodation and enhanced pedestrian flow.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ	120				
DES	LOCAL	30				
CON	CMAQ		880			
CON	LOCAL		220			
Fiscal Year Total		150	1,100	0	0	0
Total FY 01-04 Cost					1,250	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9755 Tyson Ave.

MPMS# 48195 Rising Sun Ave. to Torresdale Ave.

Corridor Optimization

AQ Code 2002M Philadelphia

Signal modernization, pavement markings, provisions for bicycles, improved pedestrian crosswalks, signal interconnection, minor work on five recently completed intersections, and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	CMAQ	40			
DES	LOCAL	10			
CON	CMAQ		1,440		
CON	LOCAL		360		

Fiscal Year Total 50 1,800 0 0 0

Total FY 01-04 Cost 1,850

TIP# 9756 I-95

MPMS# 17821 Shackamaxon St. to Ann St.

065M5421 Widening, interchange improvement

AQ Code 2015/20M Philadelphia

Widen I-95 mainline to eliminate lane drops in both directions. Modify interchange to provide additional southbound off-ramp to Delaware Ave. (involves 17 bridges and .3 miles of roadway)

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	BR	1,900			
DES	DEMO	1,700			
DES	STATE	900			
ROW	DEMO		800		
ROW	STATE		200		
CON	BR				69,000
CON	DEMO				14,540
CON	HWY				9,518
CON	STATE				21,942

Fiscal Year Total 4,500 1,000 0 0 115,000

Total FY 01-04 Cost 5,500



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9757 I-95

MPMS# 47394 Levick St. to Bleigh Ave.

98723 Bridge and roadway reconstruction

AQ Code 2015/20M Philadelphia

Reconstruct 8 bridges and 1.2 miles of roadway. Widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	BR	5,100			
DES	DEMO	1,700			
DES	STATE	1,700			
ROW	DEMO		4,000		
ROW	STATE		1,000		
CON	BR				42,000
CON	DEMO				6,652
CON	HWY				8,267
CON	STATE				13,081

Fiscal Year Total 8,500 5,000 0 0 70,000

Total FY 01-04 Cost 13,500

TIP# 9759 I-95

MPMS# 47811 Orthodox St. to Levick St.

98100 Bridge and roadway reconstruction

AQ Code 2015/20M Philadelphia

Reconstruct 9 bridges and 1.1 miles of roadway. Relocate southbound off-ramp from existing location at James St. to new location at Carver St. Eliminate lane drops in northbound and southbound directions at Bridge St.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	BR			2,000	
DES	DEMO			2,000	
DES	STATE			1,000	
ROW	DEMO				3,200
ROW	STATE				800
CON	BR				24,000
CON	DEMO				6,400
CON	HWY				19,800
CON	STATE				9,800

Fiscal Year Total 0 0 5,000 4,000 60,000

Total FY 01-04 Cost 9,000



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9760 I-95

MPMS# 47812

Wheatsheaf Lane to Orthodox St.

Bridge and roadway reconstruction

AQ Code 2015/20M

Philadelphia

Reconstruct 9 bridges and .1 mile of roadway. Eliminate lane drops associated with Betsy Ross Bridge.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR			4,800		
DES	STATE			1,200		
ROW	BR				3,200	
ROW	STATE				800	
CON	BR					56,000
CON	STATE					14,000
Fiscal Year Total		0	0	6,000	4,000	70,000
		Total FY 01-04 Cost		10,000		

TIP# 9761 I-95

MPMS# 47813

Ann St. to Wheatsheaf Lane

Bridge and roadway reconstruction

AQ Code X

Philadelphia

Reconstruct 10 bridges and .9 miles of roadway.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR			2,400		
DES	DEMO			800		
DES	STATE			800		
ROW	DEMO				800	
ROW	STATE				200	
CON	BR					21,000
CON	DEMO					7,000
CON	STATE					7,000
Fiscal Year Total		0	0	4,000	1,000	35,000
		Total FY 01-04 Cost		5,000		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9763 *Chestnut Street*

MPMS# 57335 over I-95 and Columbus Blvd.

AQ Code X Streetscape Improvements

Philadelphia

Rehabilitation of existing sidewalks, lighting modernization, and the addition of streetscape elements to complement the Penns Landing development.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	220			
CON	STU	880			

Fiscal Year Total 1,100 0 0 0 0

Total FY 01-04 Cost 1,100

TIP# 9764 *I-76, Schuylkill Expressway*

MPMS# 17826 I-676, Vine Expy. to Platt Bridge-PA-291

AQ Code 2005O Intelligent Transportation System

Philadelphia

1 variable message sign, 14 closed circuit televisions, 4 detectors

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
ROW	CMAQ		40		
ROW	STATE		10		
CON	CMAQ				2,120
CON	STATE				530

Fiscal Year Total 0 50 0 2,650 0

Total FY 01-04 Cost 2,700

TIP# 9765 *I-76, Schuylkill Expressway*

MPMS# 17827 I-676, Vine Expy. to Pencoyd Bridge

AQ Code 2005O Intelligent Transportation System

Philadelphia

1 variable message sign, 14 closed circuit televisions, 10 detectors

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
ROW	CMAQ		40		
ROW	STATE		10		
CON	CMAQ				2,840
CON	STATE				710

Fiscal Year Total 0 50 0 3,550 0

Total FY 01-04 Cost 3,600



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

Philadelphia

TIP# 9766 46th/Market Transportation System

MPMS# 17833

AQ Code X

Philadelphia

Streetscape improvements including, but not limited to, curbing, paving, shelters, traffic management striping, sidewalks, landscaping, and lighting. These improvements will be advanced in coordination with the Market Street Elevated Reconstruction Project and the City's streetscape plan.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	DEMO	450				
DES	LOCAL	19				
DES	T-STA	94				
PE	DEMO	330				
PE	LOCAL	14				
PE	T-STA	69				
CON	DEMO		540			
CON	LOCAL		22			
CON	T-STA		113			
CON	DEMO			570		
CON	LOCAL			23		
CON	T-STA			119		
Fiscal Year Total		976	675	712	0	0
Total FY 01-04 Cost					2,363	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9767 52nd/Lancaster Ave. Enhancements

MPMS# 17829

AQ Code X

Philadelphia

Project elements to include, but not limited to, upgrading signage, installing bus shelters, constructing bus pull in/pull out lanes, traffic management striping, and improved signalization.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	DEMO	450				
DES	LOCAL	19				
DES	T-STA	94				
PE	DEMO	330				
PE	LOCAL	14				
PE	T-STA	69				
CON	DEMO		540			
CON	LOCAL		22			
CON	T-STA		113			
CON	DEMO			570		
CON	LOCAL			23		
CON	T-STA			119		
Fiscal Year Total		976	675	712	0	0
			Total FY 01-04 Cost		2,363	

TIP# 9768 Manayunk Recreation Path - Phase II

MPMS# 50522

AQ Code X

Philadelphia

Completion of the unfinished segment of the East Fairmount Park recreation trail: Ridge Ave./Main St. link to Valley Forge.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	LOCAL			200		
ERC	TE			800		
Fiscal Year Total		0	0	1,000	0	0
			Total FY 01-04 Cost		1,000	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9770 *Westbank Greenway - Phase 2*

MPMS# 50523

AQ Code X

Philadelphia

This project entails scenic beautification and creation and enhancement of pedestrian/bicycle paths along portions of the Schuylkill, connecting 30th St. Station, the Philadelphia Museum of Art, the Philadelphia Zoo, East and West segments of Fairmount Park, and the planned Schuylkill River Park. This phase includes construction or restoration of pedestrian/bicycle paths on the remaining portions of the Greenway, streetscaping, and landscaping.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	150				
CON	TE			1,500		
Fiscal Year Total		150	0	1,500	0	0
		Total FY 01-04 Cost		1,650		

TIP# 9771 *Pennypack Recreation Trail Improvements*

MPMS# 57288

AQ Code X

Philadelphia

This project will improve and enhance the existing path to increase user safety, access, and enjoyment.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	LOCAL			55		
ERC	RecTr			140		
Fiscal Year Total		0	0	195	0	0
		Total FY 01-04 Cost		195		

TIP# 9772 *Mast Arm Evaluation*

MPMS# 51075

AQ Code X

Philadelphia

This effort will entail the evaluation of current traffic signal mast arms, many of which are approaching 20-30 years of age, to determine the remaining useful life and condition. Remedial efforts and possible alternate pole materials will be reviewed.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	10				
DES	STU	40				
Fiscal Year Total		50	0	0	0	0
		Total FY 01-04 Cost		50		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9773 I-76 / US 1

MPMS# 50931 Gustine Lake Interchange

AQ Code X Bridge Replacements

Philadelphia

In kind replacement of five bridges.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	BR			400		
ROW	STATE			100		
CON	BR					6,400
CON	STATE					1,600
Fiscal Year Total		0	0	500	0	8,000
		Total FY 01-04 Cost		500		

TIP# 9774 Independence Transportation Center

MPMS# 57333 5th St. between Race St. and Arch St.

AQ Code X

This project will coordinate charter and tour bus arrivals and departures to and from Independence Mall through the construction of a well-designed loading and unloading facility.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	CMAQ		4,343			
CON	LOCAL		1,086			
Fiscal Year Total		0	5,429	0	0	0
		Total FY 01-04 Cost		5,429		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9776 *Montgomery Avenue*  
MPMS# 57276 over Amtrack (at 30th Street)  
Bridge Replacement  
AQ Code X Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR	560				
DES	LOCAL	35				
DES	STATE	105				
ROW	BR			1,200		
ROW	LOCAL			75		
ROW	STATE			225		
CON	BR					4,800
CON	LOCAL					300
CON	STATE					900

Fiscal Year Total 700 0 1,500 0 6,000

Total FY 01-04 Cost 2,200

TIP# 9777 *Sedgley Avenue*  
MPMS# 57268 over Conrail (west of 3rd Street)  
Bridge Removal  
AQ Code X Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ROW	BR		80			
ROW	LOCAL		5			
ROW	STATE		15			
CON	BR					1,440
CON	LOCAL					90
CON	STATE					270

Fiscal Year Total 0 100 0 0 1,800

Total FY 01-04 Cost 100



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9778 59th Street

MPMS# 17489 over Amtrak (at Lancaster Avenue)

AQ Code X Bridge Replacement  
Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR	560				
DES	LOCAL	35				
DES	STATE	105				
ROW	BR			1,200		
ROW	LOCAL			75		
ROW	STATE			225		
CON	BR					4,880
CON	LOCAL					300
CON	STATE					900

Fiscal Year Total	700	0	1,500	0	6,080
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Total FY 01-04 Cost	2,200
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TIP# 9779 Ontario Street

MPMS# 57273 over Conrail (east of 5th Street)

AQ Code X Bridge Removal  
Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR	80				
DES	LOCAL	5				
DES	STATE	15				
ROW	BR			80		
ROW	LOCAL			5		
ROW	STATE			15		
CON	BR				960	
CON	LOCAL				60	
CON	STATE				180	

Fiscal Year Total	100	0	100	1,200	0
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Total FY 01-04 Cost	1,400
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9780 *Hunting Park Avenue*  
MPMS# 57275 over Conrail (east of 5th Street)  
Bridge Removal  
AQ Code X Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	BR	80			
DES	LOCAL	5			
DES	STATE	15			
ROW	BR			80	
ROW	LOCAL			5	
ROW	STATE			15	
CON	BR				960
CON	LOCAL				60
CON	STATE				180

Fiscal Year Total 100 0 100 0 1,200

Total FY 01-04 Cost 200

TIP# 9781 *Erie Avenue*  
MPMS# 57334 over Conrail (east of 4th Street)  
Bridge Removal  
AQ Code X Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	BR	80			
DES	LOCAL	5			
DES	STATE	15			
ROW	BR			96	
ROW	LOCAL			6	
ROW	STATE			18	
CON	BR				1,440
CON	LOCAL				90
CON	STATE				270

Fiscal Year Total 100 0 120 0 1,800

Total FY 01-04 Cost 220



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9782 *Rising Sun Avenue*  
MPMS# 57278 over Conrail (at 2nd Street)  
AQ Code X Bridge Removal  
Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR	80				
DES	LOCAL	5				
DES	STATE	15				
ROW	BR			80		
ROW	LOCAL			5		
ROW	STATE			15		
CON	BR					960
CON	LOCAL					60
CON	STATE					180

Fiscal Year Total 100 0 100 0 1,200

Total FY 01-04 Cost 200

TIP# 9786 *I-95/Christian St.*  
MPMS# 61713 Pedestrian Improvement Project

AQ Code X Philadelphia

Installation of streetscape improvements including pedestrian scale lighting, landscaping, pedestrian paths, and wall mural.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	5				
PE	LOCAL	44				
CON	TE			80		

Fiscal Year Total 49 0 80 0 0

Total FY 01-04 Cost 129



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9787 *Restoration of the Manayunk Canal*

MPMS# 61714

AQ Code X

Philadelphia

Engineering and design for historic restoration of sluice house and three locks to operating condition.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	114			
DES	TE	454			

Fiscal Year Total	568	0	0	0	0
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Total FY 01-04 Cost 568

TIP# 9788 *Island Avenue*

MPMS# 61716 Gateway Landscaping

AQ Code X

Philadelphia

Installation of gateway treatment and landscape planting in median on Island Ave.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	75			
CON	TE				300

Fiscal Year Total	75	0	0	300	0
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Total FY 01-04 Cost 375

TIP# 9789 *Fairmount Water Works Dock*

MPMS# 61717

AQ Code X

Philadelphia

Reconstruction of the ferry dock at the Fairmount Water Works, to restore marine transportation to the lower Schuylkill River.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	100			
CON	TE				400

Fiscal Year Total	100	0	0	400	0
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Total FY 01-04 Cost 500



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9790 *Allen Lane Train Station Renovation*

MPMS# 61718

AQ Code X

Philadelphia

Completion of renovation of active train station.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	862			
CON	TTE	538			

Fiscal Year Total	1,400	0	0	0	0
Total FY 01-04 Cost		1,400			

TIP# 9791 *Girard Ave. Streetscape Enhancements*

MPMS# 61719

AQ Code X

Philadelphia

Installation of signage, art at selected trolley stations; installation of landscaping and lighting along the 8.4 mile trolley line.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	LOCAL	96			
CON	TTE	384			

Fiscal Year Total	480	0	0	0	0
Total FY 01-04 Cost		480			

TIP# 9792 *Kensington and Tacony*

MPMS# 61712

Rail with Trail

AQ Code X

Philadelphia

Construction of a multi-use trail.

#### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
PE	LOCAL	50			
DES	LOCAL		100		
ROW	LOCAL			50	
CON	TE				500

Fiscal Year Total	50	100	50	500	0
Total FY 01-04 Cost		700			



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9794 *Route 10 Light Rail Transit First*

MPMS# 59308 Signalization Project (Q10)

AQ Code 20050

Philadelphia

Modernization and coordination of traffic signals along SEPTA Light Rail Route 10, resulting in a network of traffic signals which can be programmed for trolley progression and preemption thought tie-ins to SEPTA's Light Rail locator network or roadway detectors.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	1,928			
CON	LOCAL	80			
CON	TBOND	402			
DES	CMAQ	267			
DES	LOCAL	11			
DES	TBOND	56			

Fiscal Year Total 2,744 0 0 0 0

Total FY 01-04 Cost 2,744

TIP# 9795 *Route 52 Transit First*

MPMS# 59348 Signalization Project (Q11)

AQ Code 20050

Philadelphia

Modernization and coordination of traffic signals along SEPTA bus route 52, resulting in a network of traffic signals which can be programmed for preferential signaling for transit vehicles.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	1,851			
CON	LOCAL	77			
CON	TBOND	386			
DES	CMAQ	341			
DES	LOCAL	14			
DES	TBOND	71			

Fiscal Year Total 2,740 0 0 0 0

Total FY 01-04 Cost 2,740



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9796 *Girard Avenue Light Rail (Route 15)*

MPMS# 59355 Signalization Project (Q12)

AQ Code 20020 Philadelphia

Modernization and coordination of traffic signals along Girard Avenue resulting in a network of traffic signals which can be programmed for transit vehicle progression and preemption through tie-ins to SEPTA's light rail locator network or roadway detectors.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
CON	CMAQ	3,200			
CON	LOCAL	133			
CON	TBOND	667			
DES	ACT3	425			
DES	LOCAL	15			

Fiscal Year Total	4,440	0	0	0	0
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Total FY 01-04 Cost 4,440

TIP# 9797 *Arterial Interconnect 99 #2 (Q16)*

MPMS# 59402

AQ Code 20050 Philadelphia

Installation of fiber optic cable and new solid state traffic controllers to coordinate existing traffic signals on various corridors (22nd St., 29th St., C.B. Moore Ave., Mascher St., Wayne Ave., and Wynnefield Ave.)

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
PE	LOCAL	30			
DES	LOCAL		70		
CON	CMAQ				1,835

Fiscal Year Total	30	70	0	1,835	0
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Total FY 01-04 Cost 1,935



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9798 *Tioga Marine Terminal Intermodal*

MPMS# 59446 Transfer Expansion and Rail Imp. (Q21)

N. Delaware Ave., Tioga St.

AQ Code X Philadelphia

Add 2220 feet of track on two spurs at the north end of the terminal, improving the rail infrastructure necessary to facilitate on-dock rail operations. Add rail trackage and spurs needed due to new construction at the terminal which blocks existing rail access.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	45			
CON	CMAQ		400		
CON	LOCAL		100		

Fiscal Year Total	45	500	0	0	0
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Total FY 01-04 Cost 545

TIP# 9799 *Manayunk Travel Awareness Campaign (Q24)*

MPMS# 60682

AQ Code X Philadelphia

An educational effort consisting of interactive workshops, media, and special materials and publications designed to alter the travel behavior of residents and visitors to the Manayunk area.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
PLS	CMAQ	220			
PLS	LOCAL	73			

Fiscal Year Total	293	0	0	0	0
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Total FY 01-04 Cost 293

TIP# 9800 *Lehigh Ave.*

MPMS# 57893 Richmond St. to Ridge Ave.

Signal Modernization

AQ Code 2005M North Phila., Kensington, Port Richmond

Signal modernization, (40 intersections), minor roadway improvements, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	HWY	400			
DES	LOCAL	100			
CON	HWY				3,840
CON	LOCAL				960

Fiscal Year Total	500	0	0	4,800	0
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Total FY 01-04 Cost 5,300



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9801 Stenton Ave. and Godfrey Ave.

MPMS# 57894

AQ Code 2005M

Signal Modernization  
Chestnut Hill, Mount Airy, Fern Rock, Crescentville

Stenton Avenue – Paper Mill Road to Broad Street  
Godfrey Avenue – Broad Street to Front Street

Signal modernization (30 intersections), minor roadway improvements, pavement markings and related work

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY	320				
DES	LOCAL	80				
CON	HWY				3,200	
CON	LOCAL				800	
Fiscal Year Total		400	0	0	4,000	0
		Total FY 01-04 Cost			4,400	

TIP# 9802

City Wide 3R, Phase III

MPMS# 57895

City-wide

Reconstruction/Restoration/Resurfacing  
Philadelphia

AQ Code X

Milling/resurfacing/restoration of existing roadways, minor drainage improvements, guide rail, pavement markings and related work

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY	80				
DES	LOCAL	20				
CON	HWY			1,760		
CON	LOCAL			440		
Fiscal Year Total		100	0	2,200	0	0
		Total FY 01-04 Cost			2,300	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9803 *Red Lion Rd.*

MPMS# 57896 Roosevelt Blvd. to Montgomery Co. Line

AQ Code 2015/20M Signal Modernization  
Northeast Philadelphia

Signal modernization (7 intersections), minor roadway improvements, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ	80				
DES	LOCAL	20				
CON	CMAQ					880
CON	LOCAL					220
Fiscal Year Total		100	0	0	0	1,100
		Total FY 01-04 Cost			100	

TIP# 9804 *Haverford Ave.*

MPMS# 57897 40th St. to City Ave.

AQ Code 2015/20M Signal Modernization  
West Philadelphia

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY		280			
DES	LOCAL		70			
CON	HWY				3,040	
CON	LOCAL				760	
Fiscal Year Total		0	350	0	3,800	0
		Total FY 01-04 Cost			4,150	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9805 *Lancaster Ave.*

MPMS# 57898 45th St. to City Ave.

AQ Code 2015/20M Signal Modernization

West Philadelphia

Signal modernization (10 intersections), minor roadway improvements, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	CMAQ		120			
DES	LOCAL		30			
CON	CMAQ					1,120
CON	LOCAL					280

Fiscal Year Total	0	150	0	0	0	1,400
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Total FY 01-04 Cost 150

TIP# 9806 *Germantown Ave. over Cresheim Creek*

MPMS# 57899 south of Cresheim Valley Dr.

AQ Code X Bridge Replacement

Mount Airy

Replacement of existing structure and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR		160			
DES	LOCAL		20			
DES	STATE		20			
CON	BR				640	
CON	LOCAL				80	
CON	STATE				80	

Fiscal Year Total	0	200	0	800	0
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Total FY 01-04 Cost 1,000



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9807 *Abbottsford Ave. over SEPTA*

MPMS# 57900 west of Wissahickon Ave.

AQ Code X Bridge Replacement

Nicetown, East Falls

Replacement of existing structure and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR		240			
DES	LOCAL		30			
DES	STATE		30			
ROW	BR			80		
ROW	LOCAL			10		
ROW	STATE			10		
CON	BR					2,000
CON	LOCAL					250
CON	STATE					250
Fiscal Year Total		0	300	100	0	2,500
			Total FY 01-04 Cost		400	

TIP# 9808 *City Wide 3R, Phase IV*

MPMS# 57901 City-wide

AQ Code X Reconstruction/Restoration/Resurfacing

Philadelphia

Milling/resurfacing/restoration of existing roadways, minor drainage improvements, guide rail, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY		80			
DES	LOCAL		20			
CON	HWY					1,760
CON	LOCAL					440
Fiscal Year Total		0	100	0	0	2,200
			Total FY 01-04 Cost		100	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9809 City Wide 3R, Phase V

MPMS# 57902 City-wide

Reconstruction/Restoration/Resurfacing

AQ Code X Philadelphia

Milling/resurfacing/restoration of existing roadways, minor drainage improvements, guide rail, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY		80			
DES	LOCAL		20			
CON	HWY					1,760
CON	LOCAL					440
Fiscal Year Total		0	100	0	0	2,200
		Total FY 01-04 Cost		100		

TIP# 9810 City Wide 3R, Phase VI

MPMS# 57903 City-wide

Reconstruction/Restoration/Resurfacing

AQ Code X Philadelphia

Milling/resurfacing/restoration of existing roadways, minor drainage improvements, guide rail, pavement markings and related work.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	HWY			80		
DES	LOCAL			20		
CON	HWY					1,760
CON	LOCAL					440
Fiscal Year Total		0	0	100	0	2,200
		Total FY 01-04 Cost		100		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9811 PA 291, Platt Bridge

MPMS# 57904 over Schuylkill River

Bridge Painting (Preventive Maintenance)

AQ Code X Philadelphia

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	BR	80				
PE	STATE	20				
DES	BR		400			
DES	STATE		100			
ROW	BR				40	
ROW	STATE				10	
CON	BR					8,000
CON	STATE					2,000
Fiscal Year Total		100	500	0	50	10,000
		Total FY 01-04 Cost			650	

TIP# 9812 I-95

MPMS# 57905 Structures within the Sludge Lagoons

Protection of Structures

AQ Code X Philadelphia

Cathodic protection of I-95 structures within the sludge lagoons operated by the City of Philadelphia Water Department. Sludge lagoons are a threat to the structural integrity of the I-95 bridge.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	BR	1,200				
CON	STATE	300				
Fiscal Year Total		1,500	0	0	0	0
		Total FY 01-04 Cost			1,500	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Philadelphia

TIP# 9813 I-95

MPMS# 57874

Vine Street Interchange

Rehab., Recon., Operational Imp.

AQ Code X

Philadelphia

Structure rehabilitation, roadway reconstruction, and operational improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PE	HWY		2,800			
PE	STATE		700			
DES	HWY					4,800
DES	STATE					1,200
ROW	HWY					6,400
ROW	STATE					1,600
CON	HWY					32,000
CON	STATE					8,000
Fiscal Year Total		0	3,500	0	0	54,000
		Total FY 01-04 Cost		3,500		

TIP# 9814

I-95 Design Review Manager

MPMS# 46959

Race St. to Neshaminy Creek

AQ Code X

Philadelphia

Secure the services of a design consultant to review approximately 100 structure plans as part of the I-95 reconstruction program.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	BR	3,200				
DES	STATE	800				
Fiscal Year Total		4,000	0	0	0	0
		Total FY 01-04 Cost		4,000		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

Philadelphia

TIP# 9815 Woodhaven Rd.

MPMS# 51214

AQ Code X Noise Walls  
Philadelphia

Construct noise walls on the north side of Woodhaven Rd. from Byberry Rd. to Thornton Rd. and on the south side from Normandy Homes to Norcum St.

### TIP Program Years (\$ 000)

### Later FYs

<u>Phase</u>	<u>Fund</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	
CON	ST-SP	11,520				
ROW	ST-SP	722				
Fiscal Year Total		12,242	0	0	0	0
			Total FY 01-04 Cost		12,242	
Total for Philadelphia		177,133	121,044	76,860	56,635	525,535
			Total FY 01-04 Cost		431,672	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0515 BETTERMENT PROJECTS ('3R')

MPMS# 17876 REGIONWIDE

Reconstruction/Restoration/Resurfacing

AQ Code X

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	HWY	12,500				
CON	ST187	6,250				
CON	STU	12,500				
CON	HWY		12,500			
CON	ST187		6,250			
CON	STU		12,500			
Fiscal Year Total		31,250	31,250	0	0	0
		Total FY 01-04 Cost				62,500

TIP# 0517 RAILROAD/HIGHWAY GRADE CROSSINGS

MPMS# 36927 REGIONWIDE IMPROVEMENTS

8694601

AQ Code X

Railroad/highway grade crossing improvements typically involve the installation or upgrading of warning devices such as signals or gates or the installation of rubberized strips adjacent to and between the railroad tracks.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	SFTY	2,520				
ERC	ST187	280				
ERC	SFTY		2,520			
ERC	ST187		280			
ERC	SFTY			2,520		
ERC	ST187			280		
ERC	SFTY				2,520	
ERC	ST187				280	
Fiscal Year Total		2,800	2,800	2,800	2,800	0
		Total FY 01-04 Cost				11,200



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0521 *TransitChek Mass Marketing Efforts*

MPMS# 17891

AQ Code X

Various Municipalities

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase TransitChek sales.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	160				
PLS	LOCAL	40				
PLS	CMAQ		160			
PLS	LOCAL		40			
PLS	CMAQ			160		
PLS	LOCAL			40		
PLS	CMAQ				160	
PLS	LOCAL				40	
Fiscal Year Total		200	200	200	200	0
Total FY 01-04 Cost					800	

TIP# 0532 *MOBILITY ALTERNATIVES PROGRAM (MAP)*

MPMS# 17900 *AND SHARE-A-RIDE PROGRAM (SAR)*

060C004T

AQ Code X

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of both programs. MAP is geared to employers, while SAR is now available to employees, too.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	654				
PLS	LOCAL	109				
PLS	STATE	54				
PLS	CMAQ		654			
PLS	LOCAL		109			
PLS	STATE		54			
PLS	CMAQ			654		
PLS	LOCAL			109		
PLS	STATE			54		
PLS	CMAQ				654	
PLS	LOCAL				109	
PLS	STATE				54	
Fiscal Year Total		817	817	817	817	0
Total FY 01-04 Cost					3,268	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0536 Telecommuting: The Green Commute

MPMS# 49318 Phase II

AQ Code X

In Phase 2 of the Green Commute Program the Clean Air Council will (1) continue its participation in the Ozone Action Program, (2) complete the telecommuting database, (3) continue to work with the media to promote the benefits of telecommuting, (4) continue to reach out to the public and corporate managers, (5) operate a hotline and a resource center for telecommuters and managers, and (6) update and publish the telecommuting resource guide.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	120				
PLS	LOCAL	30				
Fiscal Year Total		150	0	0	0	0
Total FY 01-04 Cost					150	

TIP# 0537 ALTERNATIVE FUEL PROJECT (C017A)

MPMS# 17907

060S001Q

AQ Code X

This project provides for the acquisition of approximately 24 to 30 hybrid electric buses for use throughout the entire five county SEPTA service area.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	CMAQ	5,608				
CON	LOCAL	233				
CON	T-STA	1,169				
Fiscal Year Total		7,010	0	0	0	0
Total FY 01-04 Cost					7,010	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0563 OZONE ACTION PROGRAM  
MPMS# 17928 CONTRACT SERVICES

AQ Code X

This project will fund forecasting services by the University of Maryland, faxing services, a random telephone survey at the conclusion of the season to determine the penetration of the message, the kickoff event and the printing of promotional literature, and the development and placement of broadcast and print advertising.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	92				
PLS	DEP	15				
PLS	LOCAL	8				
PLS	CMAQ		100			
PLS	DEP		15			
PLS	LOCAL		10			
PLS	CMAQ			108		
PLS	DEP			15		
PLS	LOCAL			12		
PLS	CMAQ				120	
PLS	DEP				15	
PLS	LOCAL				15	
Fiscal Year Total		115	125	135	150	0
			Total FY 01-04 Cost		525	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0564 CSX Trenton Line

MPMS# 48197 Park Junction to Delaware River

Clearance Improvement

AQ Code X Various Municipalities

This project covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne. Through the Philadelphia region, this rail line does not have adequate vertical clearances to accommodate doublestack intermodal cars or tri-level auto racks, preventing full rail utilization for north-south freight moves and causing bottlenecks for area shippers and port facilities.

At approximately 21 locations, raise overhead highway bridges, lower existing tracks, and/or adjust overhead catenary to provide a continuous vertical clearance of 20 feet and 2 inches.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	DEMO	2,536				
DES	PRIV	634				
CON	DEMO		2,464			
CON	HWY		5,000			
CON	PRIV		5,215			
Fiscal Year Total		3,170	12,679	0	0	0
			Total FY 01-04 Cost	15,849		

TIP# 0565 On-Road Bicycle Mobility Improvements

MPMS# 48205

AQ Code X Various Municipalities

Types of improvements include bike route designation, widening to accommodate bike lanes, shoulder striping, shoulder or climbing lane construction, and ancillary improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	CMAQ	608				
ERC	LOCAL	152				
ERC	CMAQ		1,600			
ERC	LOCAL		400			
ERC	CMAQ			1,600		
ERC	LOCAL			400		
Fiscal Year Total		760	2,000	2,000	0	0
			Total FY 01-04 Cost	4,760		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0566 *Regional Park and Ride Program*

MPMS# 17884 Projects to be determined

AQ Code X

This line item will enable the region to construct new or expanded park and ride lots at rail transit stations and along major bus routes for transit users and/or adjacent to arterial highways for car and van pool users. Specific locations will be identified by the counties and SEPTA in cooperation with DVRPC.

This project also provides funding for the operating costs of the Cornwells Heights Station Park and Ride Shuttle Bus for three years.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	CMAQ			800		
ERC	LOCAL			200		
ERC	CMAQ				800	
ERC	LOCAL				200	
Fiscal Year Total		0	0	1,000	1,000	0
		Total FY 01-04 Cost		2,000		

TIP# 0568 *Regional ITS Initiative*

MPMS# 48198 Projects to be determined

AQ Code X

The DVRPC region is currently developing a regional architecture for the deployment of Intelligent Transportation System (ITS) elements. These elements include traveler information systems, automated traffic signal systems, signal preemption for transit, enhanced 911 systems, transportation control centers, and other applications of electronic technologies to transportation. As these elements mature and reach the implementation stage, this line item will provide the capital funding for their advancement.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	CMAQ			4,560		
ERC	STATE			1,140		
ERC	CMAQ				6,000	
ERC	STATE				1,500	
Fiscal Year Total		0	0	5,700	7,500	0
		Total FY 01-04 Cost		13,200		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0569 Transportation Management Associations

MPMS# 48199

AQ Code X

The Pennsylvania portion of the region has formed a number of Transportation Management Associations (TMA) that help the region address demand for the region's transportation system. By assisting with the formation of car and van pools, working with employers to initiate ridesharing programs for their employees, seeking corporate sponsorship of subscription bus services, etc., the TMAs help to lower the need for new highway capacity. The TMAs had been funded by PennDOT in the past. PennDOT has now requested that the region fund these programs using CMAQ funding.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	500				
PLS	LOCAL	125				
PLS	CMAQ		500			
PLS	LOCAL		125			
PLS	CMAQ			500		
PLS	LOCAL			125		
PLS	CMAQ				500	
PLS	LOCAL				125	
Fiscal Year Total		625	625	625	625	0
		Total FY 01-04 Cost				2,500



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0571 DVRPC Competitive CMAQ Program - 2  
MPMS# 48201 TEA-21 Round 2

AQ Code X

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and is continued under TEA-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Types of projects that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

Candidate projects will be submitted to DVRPC and reviewed by a CMAQ oversight committee for initial eligibility and general merits. Projects that survive this screening process will then be subjected to an air quality emissions analysis. All projects must show a reduction in emissions using PennDOT standardized tests to remain eligible.

Based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds, candidate projects will be ranked and then selected by the DVRPC Board for inclusion in the TIP.

Round 2 of the CMAQ program reserves \$25 million of federal CMAQ funds for the TIP period, to be matched by at least \$6.25 million from Local funds. (Programming for Round 1 is shown in TIP #O10).

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	CMAQ	80				
ERC	LOCAL	20				
ERC	CMAQ		1,000			
ERC	LOCAL		250			
ERC	CMAQ			4,000		
ERC	LOCAL			1,000		
ERC	CMAQ				20,000	
ERC	LOCAL				5,000	
Fiscal Year Total		100	1,250	5,000	25,000	0
			Total FY 01-04 Cost		31,350	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0572 *Regional GIS Support*  
MPMS# 48202 Pennsylvania Subregion

AQ Code X

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	LOCAL	125				
PLS	STU	500				
PLS	LOCAL		125			
PLS	STU		500			
Fiscal Year Total		625	625	0	0	0
		Total FY 01-04 Cost				1,250

TIP# 0577 *Program Management for Non-Traditional*  
MPMS# 49328 Project Implementation

AQ Code X

This project will provide for an expansion of DVRPC staff to assist PennDOT in the implementation of non-traditional transportation projects. The assistance will generally involve facilitation and coordination among the projects' applicant, PennDOT district staff, PennDOT central staff, and FHWA. Staff will consist of a section manager and two to four project managers.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PRD	STATE	25				
PRD	TE	100				
PRD	STATE		25			
PRD	TE		100			
PRD	STATE			38		
PRD	TE			150		
PRD	STATE				38	
PRD	TE				150	
Fiscal Year Total		125	125	188	188	0
		Total FY 01-04 Cost				626



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0581 ITS: Schuylkill Expressway Corridor

MPMS# 57327 Incident/Traffic Management Plan

Phase II

AQ Code X

The purpose of this project is to identify ways to manage traffic on parallel arterials when affected by the incidents within the whole Schuylkill Expressway corridor. A unified traffic management/signal coordination plan will be created to handle both routine traffic flows and traffic displaced from the Schuylkill Expressway when an incident shuts it down. Phase I of the project will result in an inventory of existing route markers, directional signs, and other navigational aids that may impact traffic diversions. A recommendation on new signing will be advanced. Phase II will include the development of the unified traffic management plan, including roles, responsibilities, equipment needs, and cost.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	28				
PLS	STATE	7				
Fiscal Year Total		35	0	0	0	0
		Total FY 01-04 Cost			35	

TIP# 0582 "Share the Road" Campaign

MPMS# 61720

AQ Code X

Design and execution of a regionwide public information campaign targeting bicyclists and motorists.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	LOCAL	75				
DES	TE	300				
Fiscal Year Total		375	0	0	0	0
		Total FY 01-04 Cost			375	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0583 *Purchase of Emissions Reduction*

MPMS# 58667 Devices on 400 Buses (Q02)

AQ Code X

Purchase and installation of emissions filters on 400 of SEPTA's newest 40-foot buses, which will operate throughout the five-county area. These filters reduce the components of diesel engine exhaust to levels that compete equally with the exhaust of a natural gas engine.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PUR	CMAQ	1,485				
PUR	LOCAL	62				
PUR	TBOND	309				
Fiscal Year Total		1,856	0	0	0	0
Total FY 01-04 Cost					1,856	

TIP# 0584 *Marketing of Regional Rail Service*

MPMS# 59019 at Stations with Parking Capacity (Q03)

AQ Code X

Dissemination of information to potential riders in the surrounding area of rail stations with available parking capacity. Marketing methods will include direct mail, local advertizing, and a customer accessible database of parking availability.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	224				
PLS	LOCAL	56				
Fiscal Year Total		280	0	0	0	0
Total FY 01-04 Cost					280	

TIP# 0585 *Bicycle Racks on Buses Project (Q04)*

MPMS# 59020

AQ Code X

Purchase and installation of front mounted, fold-down bike racks on 43 thirty-foot buses on 14 suburban bus routes. Each rack will be capable of carrying two bicycles.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	CMAQ	24				
CON	LOCAL	1				
CON	TBOND	5				
Fiscal Year Total		30	0	0	0	0
Total FY 01-04 Cost					30	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0586 *Bicycle Lockers and Racks*  
MPMS# 59293 at Rail Stations Project (Q06)

AQ Code X

Design and installation of inverted U shaped bicycle racks and fully enclosed lockers at ten additional SEPTA rail stations. Lockers will be installed in groups of six per station and will be available for a modest rental, and at least four racks will be installed at each station.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	CMAQ	85				
CON	LOCAL	4				
CON	TBOND	18				
DES	CMAQ	11				
DES	LOCAL	1				
DES	TBOND	2				
Fiscal Year Total		121	0	0	0	0
		Total FY 01-04 Cost				121

TIP# 0588 *Regional Bicycle Mobility Map*  
MPMS# 60678

AQ Code X

Production of a bicycle map covering the suburban PA counties, as a companion to the Philadelphia bicycle map, which will include on and off-road facilities (bike lanes and bike trails), transit stops, and major trip generators.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	109				
PLS	LOCAL	27				
Fiscal Year Total		136	0	0	0	0
		Total FY 01-04 Cost				136



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0589 *Greater Philadelphia Clean Cities*  
MPMS# 60686 Clean Fueled Fleets Rebate Program (Q25)

AQ Code X

Expand the market for alternative fueled vehicles (AFV) by offering rebates of up to \$4000 per light duty AFV, up to \$7000 per medium duty AFV, and up to \$10,000 per heavy duty AFV. Focus will be on fleets in which AFVs are likely to be successful such as shuttle fleets, taxis, airport related fleets, and local delivery fleets.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	387				
PLS	LOCAL	153				
Fiscal Year Total		540	0	0	0	0
		Total FY 01-04 Cost				540

TIP# 0590 *City Avenue-Manayunk Circulator*  
MPMS# 60693

AQ Code 2002O Lower Merion Twp., Philadelphia

A shuttle bus that will operate along the City Avenue corridor from 63rd St. to the base of I-76, and across the Schuylkill River into Manayunk. Proposed schedule is seven days a week with extended evening hours on Friday and Saturday nights, with a service frequency of every 20 minutes.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
OP	CMAQ	427				
OP	LOCAL	107				
PE	CMAQ	4				
PE	LOCAL	1				
Fiscal Year Total		539	0	0	0	0
		Total FY 01-04 Cost				539



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0591 *Easton Road Closed Loop*

MPMS# 61061 Traffic Signal System (Q66)

AQ Code 2005O Warrington Twp., Horsham Twp.

Interconnection of thirteen traffic signals along and near Easton Rd. (PA 611.)

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
DES	LOCAL	17			
PE	LOCAL	41			
CON	CMAQ			372	
ROW	LOCAL			18	

Fiscal Year Total	58	0	390	0	0
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Total FY 01-04 Cost	448
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TIP# 0592 *Regional Safety Initiatives*

MPMS# 57927 Various locations regionwide

AQ Code X

PennDOT will undertake various hazard elimination treatments at locations across the five county region.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
ERC	HWY	800			
ERC	STATE	200			
ERC	HWY		800		
ERC	STATE		200		
ERC	HWY			800	
ERC	STATE			200	
ERC	HWY				800
ERC	STATE				200

Fiscal Year Total	1,000	1,000	1,000	1,000	0
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Total FY 01-04 Cost	4,000
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# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

### Various

TIP# 0593 Preventive Maintenance

MPMS# 57622 Regionwide

AQ Code X Various

Typical components of a preventive maintenance (PM) project include work to extend the life of the existing pavement and/or structure through roadway resurfacing or bridge painting.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
ERC	ST-SP	5,000				
ERC	ST-SP		5,000			
Fiscal Year Total		5,000	5,000	0	0	0
Total FY 01-04 Cost					10,000	

TIP# 0594 ITS Institutional Coordination (PRIMIS)

MPMS# 51325 Regionwide

AQ Code X

This three-phase project implements a Philadelphia Regional Integrated Multi-modal Information Sharing (PRIMIS) concept to provide a framework for institutional coordination of ITS in the Delaware Valley. This framework provides the region's ITS stakeholders opportunities to share and disseminate information on travel conditions and coordinate the regional deployment of ITS systems in the region.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PLS	CMAQ	240				
PLS	STATE	60				
PLS	CMAQ		240			
PLS	STATE		60			
PLS	CMAQ			480		
PLS	STATE			120		
PLS	CMAQ				480	
PLS	STATE				120	
Fiscal Year Total		300	300	600	600	0
Total FY 01-04 Cost					1,800	

Total for Various 58,017 58,796 20,455 39,880 0

Total FY 01-04 Cost 177,148



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Highway Program

	2001	2002	2003	2004	Later FYs
Grand Total	499,492	441,870	425,612	389,198	2,294,078
Total FY 01-04 Cost				1,756,172	







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**FY 2001-2004**  
**Transportation Improvement Program**  
**Pennsylvania Subregion**

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**Transit Program**

**Approved by DVRPC Board on July 27, 2000**



**Delaware Valley Regional Planning Commission**







# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

PennDOT

TIP# PA01 HARRISBURG RAIL LINE IMPROVEMENTS

MPMS# 0

AQ Code X

This project includes the rebuilding and rehabilitation of electric locomotives and coaches and infrastructure improvements along the line from Harrisburg to Philadelphia.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CON	FTA-F	13,685				
CON	T-STA	3,421				
CON	FTA-F		13,685			
CON	T-STA		3,421			
CON	FTA-F			13,685		
CON	T-STA			3,421		
CON	FTA-F				13,685	
CON	T-STA				3,421	
Fiscal Year Total		17,106	17,106	17,106	17,106	0
		Total FY 01-04 Cost				68,424
Total for PennDOT		17,106	17,106	17,106	17,106	0
		Total FY 01-04 Cost				68,424



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

Pottstown

TIP# PT010

OPERATING ASSISTANCE

MPMS# 0

POTTSTOWN URBAN TRANSIT

AQ Code X

Pottstown Boro.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004
OP	FTA-F	570			
OP	LOCAL	194			
OP	T-STA	376			
OP	FTA-F		610		
OP	LOCAL		207		
OP	T-STA		403		
OP	FTA-F			610	
OP	LOCAL			207	
OP	T-STA			403	
OP	FTA-F				610
OP	LOCAL				207
OP	T-STA				403

Fiscal Year Total

1,140

1,220

1,220

1,220

0

Total FY 01-04 Cost

4,800

Total for Pottstown

1,140

1,220

1,220

1,220

0

Total FY 01-04 Cost

4,800



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S006 WAYNE JUNCTION TO GLENSIDE

MPMS# 0 TRACK AND SIGNAL IMPROVEMENTS

AQ Code X

This project provides for the upgrade of 7.5 miles of track and signals on SEPTA's commuter rail Main Line between Wayne Junction in the Germantown section of Philadelphia and Glenside in Montgomery County. Project elements include the construction of new motor alternator substations for the generation of signal power; the upgrade of the signal system between Wayne Junction and Glenside; the rehabilitation and reconfiguration of four major interlockings (Newtown Junction, Tabor, Jenkintown, and Carmel); tie renewal; drainage improvements; and other civil work between all interlockings.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	9,600				
CAP	LOCAL	400				
CAP	TBOND	2,000				
CAP	FTA-F		8,000			
CAP	LOCAL		333			
CAP	TBOND		1,667			
CAP	FTA-F			8,113		
CAP	LOCAL			338		
CAP	TBOND			1,691		
Fiscal Year Total		12,000	10,000	10,142	0	0
			Total FY 01-04 Cost		32,142	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S007 Market-Frankford Infrastructure Imp.

MPMS# 0 69th Street Shop

AQ Code X

This project provides for the demolition and replacement of the Market-Frankford 69th Street Car Maintenance Shop and improvements to the adjacent railcar storage yard. The new facility will provide for efficient maintenance of the new M4 car fleet. Improvements include: 1) construction of new yard tracks to better maintain, service, repair and inspect the subway cars; 2) structure modifications to accommodate the maintenance of the heating and air conditioning systems of the new cars; 3) construction of new welding, steam cleaning, truck repair and centralized storage back shops; 4) construction of new offices, lockers, classrooms and lunchroom facilities; 5) electrical improvements in the shop; 6) construction of a new stinger system to provide traction and vehicle power for the M4 cars while in the shop; 7) total renewal of the railcar storage yard; and 8) a new exterior carwash unit.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	2,400				
CAP	LOCAL	100				
CAP	TBOND	500				
CAP	FTA-F		2,400			
CAP	LOCAL		100			
CAP	TBOND		500			
CAP	FTA-F			4,617		
CAP	LOCAL			192		
CAP	TBOND			962		
Fiscal Year Total		3,000	3,000	5,771	0	0
Total FY 01-04 Cost					11,771	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S008 CAPITAL ASSET LEASE PROGRAM

MPMS# 0

AQ Code X

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: utility vehicles, Philadelphia fixed rent, tire leases, computer and copier leases, 30-foot buses, the Trent tower, and lease payments made to Amtrak by SEPTA for corridor access and operation on Amtrak's Northeast Corridor (Trenton, NJ to Wilmington, DE) and Harrisburg Line (Downingtown, PA to Center City, Philadelphia, PA). The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAL	ACT26	36,736				
CAL	FTA-F	4,456				
CAL	LOCAL	1,265				
CAL	ACT26		36,751			
CAL	FTA-F		2,010			
CAL	LOCAL		1,266			
CAL	ACT26			37,181		
CAL	FTA-F			1,200		
CAL	LOCAL			1,281		
CAL	ACT26				37,840	
CAL	FTA-F				1,200	
CAL	LOCAL				1,303	
Fiscal Year Total		42,457	40,027	39,662	40,343	0
			Total FY 01-04 Cost		162,489	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S011 UTILITY FLEET RENEWAL PROGRAM

MPMS# 0 REPLACEMENT OF NON-REVENUE VEHICLES

TO SUPPORT TRANSIT & RR OPERATION

AQ Code X

The Utility Fleet Renewal program is a comprehensive effort to upgrade and replace the utility fleet and automotive fleet. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle by vehicle basis, contingent on the vehicle's age, condition, and usage. The utility fleet is comprised of the following types of vehicles: (1) utility vehicles for transit supervisors, SEPTA police officers, paratransit support, and operations support services, (2) utility vehicles for the fixed plant maintenance of buildings, overhead power systems, catenary, communications systems, signal systems, track, and roadway, (3) transport vehicles used in garages, shops, and operations support, and (4) service vehicles used for the maintenance of vehicles.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	2,400				
CAP	LOCAL	100				
CAP	TBOND	500				
CAP	FTA-F		2,400			
CAP	LOCAL		100			
CAP	TBOND		500			
CAP	FTA-F			2,400		
CAP	LOCAL			100		
CAP	TBOND			500		
CAP	FTA-F				2,400	
CAP	LOCAL				100	
CAP	TBOND				500	
CAP	FTA-F					19,200
CAP	LOCAL					799
CAP	TBOND					4,001
Fiscal Year Total		3,000	3,000	3,000	3,000	24,000
			Total FY 01-04 Cost		12,000	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S012 STATE OF GOOD REPAIR INITIATIVES

MPMS# 0

AQ Code X

This project provides for the rehabilitation and modernization of selected transit and railroad facilities including bridges; shops, maintenance/storage yards, and associated maintenance and support facilities; electric traction and power systems and associated components; signal systems and selected communications equipment; station buildings and associated facilities; track; and switches.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT26	7,981				
CAP	ACT3	5,607				
CAP	FTA-F	4,755				
CAP	LOCAL	666				
CAP	TBOND	991				
CAP	ACT26		7,981			
CAP	ACT3		5,607			
CAP	FTA-F		4,755			
CAP	LOCAL		666			
CAP	TBOND		991			
CAP	ACT26			7,981		
CAP	ACT3			5,607		
CAP	FTA-F			4,755		
CAP	LOCAL			666		
CAP	TBOND			991		
CAP	ACT26				7,981	
CAP	ACT3				5,607	
CAP	FTA-F				4,755	
CAP	LOCAL				666	
CAP	TBOND				991	
CAP	ACT26					77,336
CAP	ACT3					77,336
CAP	LOCAL					5,328
Fiscal Year Total		20,000	20,000	20,000	20,000	160,000
		Total FY 01-04 Cost				80,000



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S014 STATION ACCESSIBILITY PROGRAM

MPMS# 0 MODIFICATIONS FOR ADA COMPLIANCE

AQ Code X

This project will provide for modifications to improve system access at selected railroad and rail transit stations. In accordance with federal regulations, SEPTA has implemented a key station plan whereby accessible facilities are provided at SEPTA's 42 key rail stations. Regional Rail Stations: R1 (Terminals A/B, C/D, E, University City); R2 (Warminster, Roslyn, Chester Transportation Center, Wilmington); R3 (Media, Morton, Neshaminy Falls, Bethayres, Forest Hills); R5 (Exton, Radnor, Ambler, Pennbrook, Lansdale, Doylestown); R6 (Elm Street, Spring Mill, Ivy Ridge, Bala); R7 (Trenton); R8 (Chestnut Hill West, Queen Lane, Fox Chase); and Temple University and Market East on the Regional Rail Division Main Line. High Speed Stations: 69th Street Terminal, 30th Street, 13th Street, 8th Street, Bridge-Pratt Terminal on the Market-Frankford Line, Cecil B. Moore, Olney, Pattison, and Walnut-Locust on the Broad Street Subway Line. Route 100-NHSL: 69th Street Terminal and Norristown Transportation Center. Funds will support improvements to the following key stations: Market-Frankford stations at 30th, 13th, and 8th Streets. 13th St. will include improvements at Juniper St. station.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	4,000				
CAP	LOCAL	167				
CAP	TBOND	834				
CAP	FTA-F		4,000			
CAP	LOCAL		167			
CAP	TBOND		834			
CAP	FTA-F			4,000		
CAP	LOCAL			167		
CAP	TBOND			834		
CAP	FTA-F				4,000	
CAP	LOCAL				167	
CAP	TBOND				834	
CAP	FTA-F					11,200
CAP	LOCAL					466
CAP	TBOND					2,334
Fiscal Year Total		5,001	5,001	5,001	5,001	14,000
		Total FY 01-04 Cost				20,004



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S017 DEBT SERVICE

MPMS# 0

AQ Code X

Act 26 funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA:

(1) Payments on Limited Revenue Notes, Series 1994, which provided funds for the buyout of existing bus leases.

(2) Payments on Series 1995A and 1995B (Taxable) Bonds, which provided funds for the purchase and renovation of SEPTA's new headquarters at 1234 Market Street and various capital improvement projects.

(3) Payments on Special Revenue Bonds, Series 1997, which provided funds for the buyout of Bombardier Rail Cars, General Motor Locomotives and Frazer Rail Car Maintenance Shop leases and various other capital improvements including the Market-Frankford Subway Elevated Car acquisition.

(4) Payments on special revenue bonds, series 1999, which provided funds for the acquisition of new Market-Frankford Subway-Elevated cars and various other capital improvements.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DS	ACT26	38,390				
DS	LOCAL	1,322				
DS	ACT26		38,365			
DS	LOCAL		1,322			
DS	ACT26			31,858		
DS	LOCAL			1,097		
DS	ACT26				28,719	
DS	LOCAL				989	
Fiscal Year Total		39,712	39,687	32,955	29,708	0
		Total FY 01-04 Cost		142,062		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S023 MARKET ST. ELEVATED RECONSTRUCTION PROG.

MPMS# 0 45TH ST. TO EAST OF 69TH ST.

REHAB. OF DETERIORATED STRUCTURES

AQ Code X West Phila., Upper Darby Twp.

The Market Street Elevated Reconstruction Program will provide for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. Passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act.

This reconstruction effort will be undertaken through a single column bent approach. The single column bent approach offers substantial benefits to SEPTA and the community, including fewer columns which will reduce maintenance costs and improve the aesthetics of West Market Street; improved lighting at street level; and safer pedestrian crossing and bus boardings, as passengers will no longer be required to cross traffic to board buses. In addition, this construction effort will complement and assist in the City's Streetscape Plan which proposes to convert Market Street into a two lane road with bike lanes.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	42,100				
CAP	LOCAL	1,752				
CAP	TBOND	8,773				
CAP	FTA-F		28,280			
CAP	LOCAL		1,177			
CAP	TBOND		5,893			
CAP	FTA-F			29,914		
CAP	LOCAL			1,245		
CAP	TBOND			6,233		
CAP	FTA-F				44,064	
CAP	LOCAL				1,834	
CAP	TBOND				9,182	
CAP	FTA-F					66,917
CAP	LOCAL					2,785
CAP	TBOND					13,944
Fiscal Year Total		52,625	35,350	37,392	55,080	83,646
			Total FY 01-04 Cost		180,447	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S025 BUS PURCHASE PROGRAM

MPMS# 0

AQ Code X

This project provides for the purchase of 200 low floor buses. The new buses will replace 200 fourteen to fifteen year old 40-foot buses which are beyond their useful life of twelve years. All buses will fully comply with the Americans with Disabilities Act (ADA) requirements. Each bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages.

The Bus Purchase Program also provides for necessary spare components, tools and equipment required to properly service the buses.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PUR	FLEX	17,100				
PUR	FTA-F	6,900				
PUR	LOCAL	999				
PUR	TBOND	5,001				
PUR	FLEX		17,100			
PUR	FTA-F		6,900			
PUR	LOCAL		999			
PUR	TBOND		5,001			
PUR	FLEX			17,100		
PUR	FTA-F			10,900		
PUR	LOCAL			1,166		
PUR	TBOND			5,835		
PUR	FLEX				17,100	
PUR	FTA-F				10,900	
PUR	LOCAL				1,166	
PUR	TBOND				5,835	
PUR	FLEX					136,800
PUR	FTA-F					87,200
PUR	LOCAL					9,324
PUR	TBOND					46,676
Fiscal Year Total		30,000	30,000	35,001	35,001	280,000
			Total FY 01-04 Cost		130,002	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S028 BROAD STREET SUBWAY

MPMS# 0 SIGNAL SYSTEM

AQ Code X Philadelphia City

This project provides for improvements to the Broad Street Subway Line (BSS) signal system which dates back to 1928. The project will provide for a replacement in-kind of the existing wayside signal system including local wiring, trunk vital signal and power cables, and signal cases. It will also provide for operational and safety enhancements including 1) upgrading remaining electric-mechanical relay-based interlockings with micro-chip processor control technology; 2) allowing for remote control and real-time monitoring of operations from the control center; and 3) reconfiguring track signal circuit control lines for additional braking distance protection to enhance safety operations. The improvements included in this replacement in kind option will provide a safe, reliable signal system for the Broad Street Subway operation.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	8,000				
CAP	LOCAL	333				
CAP	TBOND	1,667				
CAP	FTA-F		12,800			
CAP	LOCAL		533			
CAP	TBOND		2,667			
CAP	FTA-F			12,800		
CAP	LOCAL			533		
CAP	TBOND			2,667		
CAP	FTA-F				10,735	
CAP	LOCAL				447	
CAP	TBOND				2,237	
Fiscal Year Total		10,000	16,000	16,000	13,419	0
			Total FY 01-04 Cost		55,419	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S030

NORTH PHILADELPHIA TRANSPORTATION CENTER

MPMS# 0

AQ Code X

North Phila.

This project will provide for improvements in the vicinity of Broad Street and Lehigh Avenue in North Philadelphia. The North Philadelphia area is currently served by several SEPTA Regional Rail lines, including Routes R5 Lansdale/Doylestown Line, R6 Norristown Line, R7 Trenton Line and R8 Chestnut Hill West Line; the Broad Street Subway; and City Transit Bus Routes C and 54. SEPTA and AMTRAK's North Philadelphia Railroad Stations are located approximately two blocks north of the Broad Street and Lehigh Avenue intersection and offer SEPTA connections to Chestnut Hill and Trenton and AMTRAK connections to points north and south on the Northeast Corridor. Transit improvements to the area will include the upgrade of the existing facilities and better linkage between all transportation modes.

Major project components include: (1) renovation of the North Philadelphia Broad Street Subway Station, (2) improvements at street level, (3) improvements to Broad and Lehigh mezzanine, (4) improvements to Broad and Glenwood mezzanine, and (5) improvements to the R8 North Philadelphia train station.

### TIP Program Years (\$ 000)

### Later FYs

<u>Phase</u>	<u>Fund</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	
CAP	FTA-F	1,200				
CAP	LOCAL	50				
CAP	TBOND	250				
Fiscal Year Total		1,500	0	0	0	0
Total FY 01-04 Cost					1,500	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S031 CROSS COUNTY METRO  
MPMS# 0 GLENLOCH TO MORRISVILLE  
INTER-SUBURBAN PASSENGER LINE  
AQ Code X

The Cross County Metro will provide circumferential transit service from the vicinity of Morrisville, Bucks County to Glenloch, Chester County, traversing Montgomery County. This line is intended to fill a key missing link in the provision of public transportation service in southeastern Pennsylvania by providing for inter- and intra-suburban trips to shopping, industrial/office and residential concentrations. At the same time, the Cross County Metro will facilitate intermodal connections to SEPTA's existing, radial commuter rail and transit services; potential park and ride lots located along the Pennsylvania Turnpike and US Route 202; as well as feeder bus service between the proposed stations and nearby development concentrations. These connections and intermodal opportunities will enhance the regional mobility choices of Suburban and City residents. A Major Investment Study and Draft Environmental Impact Study was completed in June of 1998. A revision to the Major Investment Study and Draft Environmental Impact Study will be completed in mid-2000.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
DES	FTA-N	10,000				
DES	LOCAL	416				
DES	TBOND	2,084				
Fiscal Year Total		12,500	0	0	0	0
		Total FY 01-04 Cost				12,500



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S032 FEDERAL PREVENTIVE MAINTENANCE

MPMS# 0 SYSTEMWIDE

AQ Code X

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
OP	FTA-F	27,500				
OP	LOCAL	1,145				
OP	SEPTA	5,730				
OP	FTA-F		27,500			
OP	LOCAL		1,145			
OP	SEPTA		5,730			
OP	FTA-F			27,500		
OP	LOCAL			1,145		
OP	SEPTA			5,730		
OP	FTA-F				27,500	
OP	LOCAL				1,145	
OP	SEPTA				5,730	
OP	FTA-F					176,000
OP	LOCAL					7,333
OP	SEPTA					36,667
Fiscal Year Total		34,375	34,375	34,375	34,375	220,000
			Total FY 01-04 Cost		137,500	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S033 **FRANKFORD TRANSPORTATION CENTER**

MPMS# 0 AT BRIDGE-PRATT TERMINAL

RECONSTRUCTION

AQ Code 2015/200 Northeast Phila.

This project provides for the construction of a new transportation center at the Bridge-Pratt Terminal and the realignment and reconstruction of the elevated structure between Dyre Avenue and Bridge Street. The construction of the Frankford Transportation Center will consolidate the Market Frankford Line and surface route operations and commuter parking into one concentrated area. Pedestrian and vehicle traffic, and transit movements will be integrated to minimize movement conflicts and facilitate passenger access and transfer activities. Major construction elements of this project include: 1) a new terminal building complex, the rehabilitation of the historically significant Bridge-Pratt Terminal, and the reconfiguration of the bus berths and access lanes; 2) modification and reconfiguration of the Frankford Bus Depot; 3) construction of the Pratt Street building, which will house the train control room for the Market-Frankford Automated Train Control Project; 4) construction of a new elevated guideway structure from Dyre Street to the Bridge Street Train Yard; 5) installation of track, signals, traction power and communications system; 6) reconfiguration of the Trackless Trolley Storage Yard; and 7) construction of a parking garage and a pedestrian bridge over Bridge Street.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	7,500				
CAP	FTA-F	6,900				
CAP	LOCAL	599				
CAP	TBOND	3,001				
CAP	FTA-F		12,000			
CAP	LOCAL		500			
CAP	TBOND		2,501			
CAP	FTA-F			22,000		
CAP	LOCAL			916		
CAP	TBOND			4,584		
CAP	FTA-F				12,000	
CAP	LOCAL				500	
CAP	TBOND				2,501	
CAP	FTA-F					7,528
CAP	LOCAL					313
CAP	TBOND					1,569
Fiscal Year Total		18,000	15,001	27,500	15,001	9,410
			Total FY 01-04 Cost		75,502	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S052 CITY HALL STATION

MPMS# 0 ON BROAD STREET SUBWAY LINE

REHABILITATION

AQ Code X Philadelphia City

This project will provide for the engineering and rehabilitation of City Hall Station on the Broad Street Subway Line. Preliminary and final engineering for this project will undertake the following tasks: 1) analyze pedestrian flow during peak and off peak hours and develop strategies to streamline passenger traffic, 2) develop design scenarios to introduce light and fresh air into station areas and walkways, 3) design improvements for the passageways leading from the station's mezzanine level to the Market-Frankford Line, 4) determine repairs required to rehabilitate the station's structural components, and 5) convert the station into a modern, attractive, well illuminated, and fully accessible facility. The design of station improvements and repairs will be performed in coordination with the City of Philadelphia's "Master Plan for City Hall" and pre-design and structural studies performed by SEPTA.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	3,200				
CAP	LOCAL	133				
CAP	TBOND	667				
CAP	FTA-F		2,400			
CAP	LOCAL		100			
CAP	TBOND		500			
CAP	FTA-F			2,400		
CAP	LOCAL			100		
CAP	TBOND			500		
Fiscal Year Total		4,000	3,000	3,000	0	0
Total FY 01-04 Cost					10,000	

TIP# S053 RAIL ROLLING STOCK - ROUTE 15

MPMS# 0 LIGHT RAIL VEHICLES

AQ Code X

This program provides for the acquisition of new articulated light rail vehicles or rehabilitation of PCC vehicles for use on the Route 15 Light Rail Line. This line runs 8.2 miles from Westmoreland and Richmond Streets in North Philadelphia to 63rd Street and Girard Avenue in West Philadelphia. The Route 15 line is undergoing a reconstruction effort for conversion from temporary bus service back to a light rail service. The vehicles which will operate on this line will be compliant with the Americans with Disabilities Act.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PUR	ACT26	14,501				
PUR	LOCAL	500				
PUR	ACT26		14,501			
PUR	LOCAL		500			
Fiscal Year Total		15,001	15,001	0	0	0
Total FY 01-04 Cost					30,002	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S054 30TH ST. TO SUBURBAN STATION

MPMS# 0 CATENARY AND BRIDGE REPAIR

AQ Code X

This project provides for the rehabilitation of the section of SEPTA's Regional Rail Mainline between 30th Street Station and Suburban Station at 16th and John F. Kennedy Blvd. This one mile long segment of infrastructure is located in the Center City zone of Philadelphia. Originally constructed in 1929 by the Pennsylvania Railroad, this portion of the commuter rail system supports all of SEPTA's commuter rail routes. Every weekday, more than 500 trains traverse this segment of infrastructure.

The scope of work consists of the rehabilitation of seven bridges: (1) over 21st St., (2) over 22nd St., (3) over 22nd and 23rd Sts., (4) over 23rd St., (5) between 23rd St. and the CSX Railroad right-of-way, (6) over CSX right-of-way, and (7) over the Schuylkill River.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F		8,000			
CAP	LOCAL		333			
CAP	TBOND		1,667			
CAP	FTA-F			8,800		
CAP	LOCAL			366		
CAP	TBOND			1,834		
CAP	FTA-F				6,769	
CAP	LOCAL				282	
CAP	TBOND				1,410	
Fiscal Year Total		0	10,000	11,000	8,461	0
			Total FY 01-04 Cost		29,461	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S055 MARKET-FRANKFORD AUTOMATIC TRAIN CONTROL

MPMS# 0 PURCHASE AND INSTALLATION OF NEW  
AUTOMATIC TRAIN CONTROL SIGNAL SYSTEM  
AQ Code X Philadelphia City, Upper Darby Twp.

This project provides for the construction of an automatic train control (ATC) signal system for the Market-Frankford Subway-Elevated (MFSE) Line to replace the existing system which is obsolete. The ATC system will be state-of-the-art and enable central control of all interlockings, track switches, and train movements. The system will also provide train overspeed protection with automatic braking, as well as bi-directional train movements with full signaling. The ATC system will enable service on this line to be more reliable and flexible and to be operated with enhanced safety features.

### TIP Program Years (\$ 000)

### Later FYs

<u>Phase</u>	<u>Fund</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	
CAP	FTA-F	13,600				
CAP	LOCAL	566				
CAP	TBOND	2,834				
CAP	FTA-F		20,000			
CAP	LOCAL		833			
CAP	TBOND		4,168			
CAP	FTA-F			8,079		
CAP	LOCAL			336		
CAP	TBOND			1,683		
Fiscal Year Total		17,000	25,001	10,098	0	0
			Total FY 01-04 Cost		52,099	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S060 RAIL STATIONS AND PARKING PROGRAM

MPMS# 0

AQ Code X

This project provides for the rehabilitation of rail stations including parking, signage, lighting, station facilities and parking expansion. In total, there are 280 stations and 233 parking facilities which are maintained by SEPTA. While capital improvements to stations and parking facilities have been made in the past, this program will establish an annual plan to bring stations and parking facilities into a state of good repair. As part of this plan, SEPTA will aggressively pursue opportunities to expand parking availability in the five-county service area. Currently, there are 50 regional rail stations where parking facilities are 95 to 100 percent filled on a daily basis. Prior funding for parking expansion projects will resolve some of these parking limitations, but many more locations need to be addressed. By providing additional parking, SEPTA will be better able to attract new rail commuters, thus increasing the Authority's operating revenue and further assisting in the mitigation of traffic congestion and air pollution for the region.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	2,997				
CAP	LOCAL	103				
CAP	ACT3		2,997			
CAP	LOCAL		103			
CAP	ACT3			2,997		
CAP	LOCAL			103		
CAP	ACT3				2,997	
CAP	LOCAL				103	
CAP	ACT3					60,902
CAP	LOCAL					2,098
Fiscal Year Total		3,100	3,100	3,100	3,100	63,000
Total FY 01-04 Cost					12,400	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S062 SUBURBAN STATION TRANSIT IMPROVEMENTS

MPMS# 0 CENTER CITY PHILADELPHIA

AQ Code X CONCOURSE & PLATFORM IMPROVEMENTS

Central Phila.

This project provides for transit improvements to Suburban Station concourses and platforms, including, but not limited to, asbestos removal; flooring; lighting and finishes; necessary mechanical, electrical, and structural work; and life safety improvements. This project also includes improvements to the station for accessibility and heating and air conditioning upgrades; and passenger amenities such as directional signage, a train information display system, improved rest rooms, and ticket vending machines.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	2,000				
CAP	LOCAL	83				
CAP	TBOND	417				
CAP	FTA-F		4,000			
CAP	LOCAL		167			
CAP	TBOND		834			
CAP	FTA-F			7,431		
CAP	LOCAL			309		
CAP	TBOND			1,548		
CAP	FTA-F				2,000	
CAP	LOCAL				83	
CAP	TBOND				417	
Fiscal Year Total		2,500	5,001	9,288	2,500	0
			Total FY 01-04 Cost		19,289	

TIP# S067 Subway Surface Signal System Imp.

MPMS# 0

AQ Code X

This project provides for improvements to the signal system of SEPTA's Subway/Surface Lines.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	3,189				
CAP	LOCAL	110				
Fiscal Year Total		3,299	0	0	0	0
			Total FY 01-04 Cost		3,299	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S070 BROAD ST. SUBWAY STATION IMPROVEMENTS

MPMS# 0 WALNUT-LOCUST, GIRARD

AND SPRING GARDEN

AQ Code X Philadelphia City

This project will provide for the engineering and construction of improvements to three stations on the Broad Street Subway Line. The stations to be improved are: Girard, Spring Garden, and Walnut-Locust on the Broad Street Line. These stations were originally constructed between 1928 and 1932 and are showing signs of disrepair and deterioration due to their age and use.

Station elements to be improved by this project include lighting; wall, floor and ceiling finishes; passenger amenities; signage; passenger control and cashier facilities; platform tactile warning strips; audio-visual public address system; and the installation of elevators. Materials installed at these stations will be easy to maintain, have a long life expectancy, and possess vandal resistant qualities. These improvements will convert the three stations into modern, attractive, well-illuminated, functional and secure transit facilities.

### TIP Program Years (\$ 000)

### Later FYs

<u>Phase</u>	<u>Fund</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	
CAP	FTA-F	4,000				
CAP	LOCAL	167				
CAP	TBOND	834				
CAP	FTA-F		4,800			
CAP	LOCAL		200			
CAP	TBOND		1,000			
CAP	FTA-F			3,200		
CAP	LOCAL			133		
CAP	TBOND			667		
Fiscal Year Total		5,001	6,000	4,000	0	0
			Total FY 01-04 Cost		15,001	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S071 EASTWICK TRANSPORTATION CENTER

MPMS# 0 IN VICINITY OF BARTRAM AVE. AND 84TH ST.

NEW R-1 STATION

AQ Code 2002M Philadelphia City

This project will provide for the engineering and construction of a new transportation center and parking facility on the Regional Rail R1-Airport Line. The new Eastwick rail station will serve as a transit hub for the Eastwick and Airport areas. Surface transit routes, which will service the station, include the Route 37, Route 68, Route 108, and Route 305. These routes will circulate through employment areas both east and west of the airport.

A Phase I station at Bartram Avenue and 84th Street opened in December, 1997. The opening of this station coincided with the opening of the PNC Bank Operations Center. Conceptual engineering is being conducted to determine how the station should be developed into a multi-modal transportation center. As part of this effort, a needs-assessment and conceptual design study began in November, 1999 to quantify ridership demand and to obtain information on present and future joint development in the Eastwick vicinity, travel patterns, employment and residential development. This effort will also evaluate the merits of extending the Route 36 trolley line to the transportation center.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	1,933				
CAP	LOCAL	67				
CAP	ACT3		1,204			
CAP	LOCAL		41			
Fiscal Year Total		2,000	1,245	0	0	0
			Total FY 01-04 Cost	3,245		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S072 Strategic Business Plan/  
MPMS# 0 System Improvements

AQ Code X

This project will provide for the development, design and implementation of system improvements within the five county area and other selected projects that have been designated in SEPTA's Five Year Plan for Strategic Change. In SEPTA's Five Year Plan, capital improvements to the infrastructure are required in order to carry out many of the business goals and objectives of the Authority. System improvements are defined as projects which expand or improve operations, or which add new system capabilities or service. Projects being implemented under this program include, but are not limited to: 1) Audio Visual PA System for the Subway/Light Rail System; 2) Closed Circuit TV and Integrated Passenger Waiting Zones; 3) Gulph Mills Station Passenger Amenities; 4) Police Radio Dispatch System; 5) DATA network Infrastructure Upgrade; 6) Purchase/Installation of Change and Token Vending Machines; 7) Route 10 Transit First Improvements; 8) Philadelphia Historic Trolley Engineering; 9) Upgrade of Fare Collection Machines to accommodate new \$5, \$10, and \$20 bills.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	4,834				
CAP	LOCAL	167				
CAP	ACT3		4,834			
CAP	LOCAL		167			
CAP	ACT3			4,834		
CAP	LOCAL			167		
CAP	ACT3				4,834	
CAP	LOCAL				167	
Fiscal Year Total		5,001	5,001	5,001	5,001	0
		Total FY 01-04 Cost			20,004	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S073 GIRARD AVENUE LIGHT RAIL PROGRAM

MPMS# 0 RESTORATION OF LIGHT RAIL SERVICE ON

ROUTE 15

AQ Code 20020 Philadelphia City

This project will provide for the engineering and construction of improvements for the Girard Avenue Light Rail Line (Route 15). This rail line, which was temporarily converted to a bus operation in 1992, runs 8.2 miles from Westmoreland and Richmond Streets in North Philadelphia to 63rd Street and Girard Avenue in West Philadelphia.

Improvements that will be made to the infrastructure on Girard Avenue include: 1) renewal of track and overhead wire facilities, 2) renewal and upgrading of the power supply system to accommodate power requirements of light rail vehicles, and 3) implementation of selected "Transit First" Improvements. To improve service reliability and speed, Transit First improvements will include exclusive transitway where possible, and improved transit stops designed to speed customer boarding/alighting and deter cars from illegally parking in the right of way. In addition, this project will provide for the retrofitting and modernization of bays at SEPTA's Callowhill vehicle maintenance facility to accommodate the storage and maintenance of light rail vehicles.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	11,600				
CAP	LOCAL	400				
CAP	ACT3		8,532			
CAP	LOCAL		294			
Fiscal Year Total		12,000	8,826	0	0	0
			Total FY 01-04 Cost		20,826	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S074 SCHUYLKILL VALLEY METRO

MPMS# 0

AQ Code 2015/20M

The proposed Schuylkill Valley Metro Line Corridor is approximately 62 miles long from the central business district of the City of Philadelphia through Montgomery and Chester Counties to the City of Reading and the Borough of Wyomissing in Berks County, Pennsylvania. A Major Investment Study and Draft Environmental Impact Statement was undertaken for this project. As a result of the study, the Board of Directors of SEPTA and BARTA have selected MetroRail as the Locally Preferred Alternative for the Schuylkill Valley Metro Project. MetroRail is an innovative approach that combines the speed, capacity and safety of commuter rail, with the operating efficiency, rider convenience and economy of light rail. MetroRail will use high level platforms at all stations, as well as subway-type quarter point doors, making boarding easier and faster for everyone. Because it will be accessible by wheelchair at every station, this transportation system will be available to persons with disabilities. The total estimated cost of the MetroRail project will be developed during the engineering phase.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY 2001	FY 2002	FY 2003	FY 2004	
DES	FTA-N	30,000				
DES	LOCAL	1,249				
DES	TBOND	6,251				
Fiscal Year Total		37,500	0	0	0	0
		Total FY 01-04 Cost		37,500		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S077 ENVIRONMENTAL CLEAN UP  
MPMS# 0 AND PROTECTION PROGRAM

AQ Code X

The Environmental Clean Up and Protection Program provides for the removal of PCBs and asbestos in shops, garages, buildings, and substations. SEPTA has advanced the following project elements through this program: PCB Transformer Retrofill Program, Transformer Room Modernization Program, Underground Storage Tank Removal/Modernization Program, and Paoli Shop and Yard Cleanup Program.

Additional elements will consist of environmental cleanup at locations within SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions, as well as locations where SEPTA has been assigned a portion of the cleanup costs by government agencies.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	2,417				
CAP	LOCAL	83				
CAP	ACT3		2,417			
CAP	LOCAL		83			
CAP	ACT3			2,417		
CAP	LOCAL			83		
CAP	ACT3				2,417	
CAP	LOCAL				83	
CAP	ACT3					19,334
CAP	LOCAL					666
Fiscal Year Total		2,500	2,500	2,500	2,500	20,000
Total FY 01-04 Cost					10,000	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S080 PAOLI TRANSPORTATION CENTER

MPMS# 0

AQ Code 20050

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the R5 Paoli/Downingtown Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stop outside of Center City. The project includes the construction of bus facilities, new commuter parking facilities, reconfiguration of access roads and entrances to the station, construction of new pedestrian linkages throughout the station area, construction of a new intermodal station facility west of the current location including, but not limited to, waiting area, ticket offices, passenger amenities, and accessibility improvements.

The highway components of this project are programmed in the Chester County section under TIP #6910.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	5,000				
CAP	LOCAL	208				
CAP	TBOND	1,042				
CAP	FTA-F			3,415		
CAP	LOCAL			142		
CAP	TBOND			712		
CAP	FTA-F				4,000	
CAP	LOCAL				167	
CAP	TBOND				834	
Fiscal Year Total		6,250	0	4,269	5,001	0
Total FY 01-04 Cost					15,520	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S081 SURFACE COMMUNICATIONS SYSTEM WITH

MPMS# 0 AUTOMATIC VEHICLE LOCATOR

PILOT PROGRAM

AQ Code X

This project provides for the design and implementation of a Computer Aided Radio Dispatch (CARD) System, the design and construction of two control dispatch centers, and the installation of mobile radio equipment in all buses, light rail, maintenance, and supervisory vehicles (approximately 1,800 vehicles plus 400 portables). In addition, the infrastructure, including base stations and microwave links, will be installed to support this new wireless communications system. The primary control dispatch center for the CARD System will be located on the 19th floor of SEPTA's headquarters building at 1234 Market Street. The secondary and backup control dispatch center will be located within SEPTA's Market East Station.

This project will also provide for a pilot Automatic Vehicle Locator System (AVL) on approximately 50-100 City Transit Division buses. The AVL system will utilize Global Positioning Satellite (GPS) technology to signal bus locations to the control center. This pilot project will evaluate the effectiveness of such a system on improving the on-time performance of buses and the reporting and rectification of service problems.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	4,000				
CAP	LOCAL	167				
CAP	TBOND	834				
CAP	FTA-F		3,360			
CAP	LOCAL		140			
CAP	TBOND		700			
Fiscal Year Total		5,001	4,200	0	0	0
			Total FY 01-04 Cost	9,201		

TIP# S083 VEHICLE OVERHAUL PROGRAM

MPMS# 0

AQ Code X

This project provides for the major overhaul of SEPTA's rolling stock and for specialized vehicle overhauls conducted in addition to the general overhaul effort. The project will address critical items and vehicle equipment upgrades and modifications which are accomplished on a fleet wide basis.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	TBOND	42,000				
CAP	TBOND		42,000			
CAP	TBOND			42,000		
CAP	TBOND				42,000	
CAP	TBOND					336,000
Fiscal Year Total		42,000	42,000	42,000	42,000	336,000
			Total FY 01-04 Cost	168,000		



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S084 INFRASTRUCTURE SAFETY RENEWAL PROGRAM

MPMS# 0

AQ Code X

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system. Areas of focus are track and right-of-way, station facilities, signal systems, maintenance/support facilities, power systems, and bridges.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	LOCAL	2,620				
CAP	TBOND	23,580				
CAP	LOCAL		2,620			
CAP	TBOND		23,580			
CAP	LOCAL			2,620		
CAP	TBOND			23,580		
CAP	LOCAL				2,620	
CAP	TBOND				23,580	
CAP	LOCAL					20,960
CAP	TBOND					188,640
Fiscal Year Total		26,200	26,200	26,200	26,200	209,600
			Total FY 01-04 Cost		104,800	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S085 PARATRANSIT VEHICLE PURCHASE

MPMS# 0

AQ Code X

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations in the City of Philadelphia.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PUR	FTA-F	2,160				
PUR	LOCAL	90				
PUR	TBOND	450				
PUR	FTA-F		2,400			
PUR	LOCAL		100			
PUR	TBOND		500			
PUR	FTA-F			4,000		
PUR	LOCAL			167		
PUR	TBOND			834		
PUR	FTA-F				4,000	
PUR	LOCAL				167	
PUR	TBOND				834	
PUR	FTA-F					19,200
PUR	LOCAL					799
PUR	TBOND					4,001
Fiscal Year Total		2,700	3,000	5,001	5,001	24,000
Total FY 01-04 Cost					15,702	

TIP# S086 SMALL BUS ACQUISITION

MPMS# 0

AQ Code X

This project provides for the purchase of light or medium-duty, under 30-foot buses. These buses will be utilized by SEPTA for small bus circulator service and on selected fixed routes currently using 40-foot buses, which could be more economically served with small buses.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
PUR	ACT3		2,417			
PUR	LOCAL		83			
PUR	ACT3					4,834
PUR	LOCAL					167
Fiscal Year Total		0	2,500	0	0	5,001
Total FY 01-04 Cost					2,500	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S087 FARE COLLECTION SYSTEM UPGRADE

MPMS# 0

AQ Code X

This project provides for the modernization and automation of SEPTA's fare collection process. SEPTA currently utilizes close to 60 different fare instruments and collection methods. Many of these instruments are beyond their useful lives making it difficult for SEPTA to completely control and account for its revenue stream. SEPTA will conduct a preliminary engineering analysis of the current fare collection system to develop a strategy for modernization and technological improvements to address problem areas and make recommendations for implementation. This project will also include the final engineering and construction phases of this modernization effort. New fare collection technology will attract riders to the system, reduce costs associated with revenue collection, increase revenue recovery, and facilitate more accurate gathering of ridership information.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	2,417				
CAP	LOCAL	83				
CAP	ACT3		9,667			
CAP	LOCAL		333			
CAP	ACT3			19,334		
CAP	LOCAL			666		
CAP	ACT3				19,334	
CAP	LOCAL				666	
CAP	ACT3					73,469
CAP	LOCAL					2,531
Fiscal Year Total		2,500	10,000	20,000	20,000	76,000
			Total FY 01-04 Cost		52,500	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S088 SILVERLINER IV PROPULSION SYSTEM UPGRADE

MPMS# 0

AQ Code X

This project provides for the design, purchase, and installation of propulsion system upgrades for all of SEPTA's 231 twenty-four year old Silverliner IV regional rail cars in order to increase reliability, availability, and maintainability. Diagnostics to aid in trouble shooting and repair will also be part of this new system.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	6,000				
CAP	LOCAL	250				
CAP	TBOND	1,250				
CAP	DEMO		3,000			
CAP	LOCAL		125			
CAP	TBOND		625			
CAP	FTA-F			2,600		
CAP	LOCAL			108		
CAP	TBOND			542		
CAP	FTA-F				2,600	
CAP	LOCAL				108	
CAP	TBOND				542	
CAP	FTA-F					3,774
CAP	LOCAL					157
CAP	TBOND					786
Fiscal Year Total		7,500	3,750	3,250	3,250	4,717
			Total FY 01-04 Cost		17,750	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S090 TRANSIT ENHANCEMENTS

MPMS# 0

AQ Code X

As a provision of TEA-21, one percent of Section 9 formula funds distributed to SEPTA must be spent on transit enhancements. Eligible activities include historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights; public art; pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities.

FY01 funds will be used to renovate Wayne, Devon, and Allen Lane Stations and for the Girard Avenue Streetscape Project.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	LOCAL	34				
CAP	TBOND	169				
CAP	TTE	810				
CAP	LOCAL		36			
CAP	TBOND		179			
CAP	TTE		860			
CAP	LOCAL			38		
CAP	TBOND			189		
CAP	TTE			905		
CAP	LOCAL				40	
CAP	TBOND				198	
CAP	TTE				950	
CAP	LOCAL					320
CAP	TBOND					1,600
CAP	TTE					7,680
Fiscal Year Total		1,013	1,075	1,132	1,188	9,600
			Total FY 01-04 Cost		4,408	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S091 TRANS. SYSTEM FOR ELDERLY/DISABLED

MPMS# 0

AQ Code X

Develop and implement a regional transportation system focusing on providing comprehensive, coordinated, and user-friendly service for the region's elderly and disabled population.

### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-B	744				
CAP	LOCAL	31				
CAP	TBOND	155				
Fiscal Year Total		930	0	0	0	0
Total FY 01-04 Cost					930	

TIP# S093 Job Access and Reverse Commute

MPMS# 0 Transportation Program

AQ Code 2005O

This program is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities.

### TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
OP	DPW	5,000				
OP	JARC	5,000				
OP	DPW		5,000			
OP	JARC		5,000			
OP	DPW			5,000		
OP	JARC			5,000		
OP	DPW				5,000	
OP	JARC				5,000	
Fiscal Year Total		10,000	10,000	10,000	10,000	0
Total FY 01-04 Cost					40,000	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S094 *Elwyn to Wawa Rail Improvements*

MPMS# 0

AQ Code 2005M

This project will provide for the restoration of rail service approximately 3 miles between the existing R3 Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a proposed terminus at Wawa, Delaware County. Service restoration will require new track between Lenni and Wawa, new signals, communications, structures, and construction of stations and parking facilities. Two stations are proposed: Wawa and Glen Riddle.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	1,933				
CAP	LOCAL	67				
CAP	ACT3		1,933			
CAP	LOCAL		67			
CAP	ACT3			10,634		
CAP	LOCAL			366		
Fiscal Year Total		2,000	2,000	11,000	0	0
		Total FY 01-04 Cost				15,000

TIP# S095 *LRV Car Shop Improvements*

MPMS# 0 Route 10

AQ Code X West Philadelphia

This project provides for the renewal of the Callowhill Light Rail Vehicle Shop, which will be used to store vehicles for the Route 10 and 15 Light Rail Lines. This shop is located in West Philadelphia, between 58th and 59th Streets and Callowhill and Vine Streets. Improvements include track and overhead trolley wire renewal, roof replacement, installation of doors, lighting and other improvements in Bay 4; the demolition of fire damaged areas of Bay 1; and conversion of Bay 1 into a parking lot to accommodate the displacement of employee parking presently in Bay 4.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	2,417				
CAP	LOCAL	83				
CAP	ACT3		2,513			
CAP	LOCAL		87			
Fiscal Year Total		2,500	2,600	0	0	0
		Total FY 01-04 Cost				5,100



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S096 Regional Rail Car Acquisition

MPMS# 0

AQ Code X

This project provides for the acquisition of new rail cars for SEPTA's Regional Rail service. These cars will replace existing Silverliner II and III rail cars, which are currently 33 to 37 years old. This project will also provide for the acquisition of additional cars, which will supplement the regional rail car fleet in order to meet ridership increases. The total number of vehicles will be determined in the planning and design process of the project. Vehicles acquired through this project will include current technology and proven components, along with passenger amenities, to ensure overall safety, security and passenger comfort. All vehicles will comply with Americans With Disabilities Act requirements.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	FTA-F	400				
CAP	LOCAL	17				
CAP	TBOND	83				
CAP	FTA-F		1,000			
CAP	LOCAL		42			
CAP	TBOND		208			
CAP	FTA-F				28,000	
CAP	LOCAL				1,166	
CAP	TBOND				5,835	
CAP	FTA-F					212,000
CAP	LOCAL					8,825
CAP	TBOND					44,175
Fiscal Year Total		500	1,250	0	35,001	265,000
			Total FY 01-04 Cost		36,751	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S097 Trackless Trolley Acquisition

MPMS# 0

AQ Code X

This project provides for the acquisition of approximately 55 to 60 trackless trolleys to replace SEPTA's existing trackless trolley fleet. This fleet is more than 20 years old. The trackless trolley fleet operates out of SEPTA's Frankford and Southern garages serving Routes 29, 59, 66, 75, and 79. Vehicles acquired through this project will incorporate current technology and proven components, along with passenger amenities, including a public address system and audio/visual annunciating system. All vehicles will fully comply with the Americans With Disabilities Act requirements.

		TIP Program Years (\$ 000)				Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	2,500				
CAP	LOCAL	104				
CAP	TBOND	521				
CAP	FTA-F			6,000		
CAP	LOCAL			250		
CAP	TBOND			1,250		
CAP	FTA-F				12,000	
CAP	LOCAL				500	
CAP	TBOND				2,500	
CAP	FTA-F					15,500
CAP	LOCAL					645
CAP	TBOND					3,230
Fiscal Year Total		3,125	0	7,500	15,000	19,375
		Total FY 01-04 Cost				25,625



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

**SEPTA**

TIP# S098 Escalator Replacement Program

MPMS# 0

AQ Code X

Philadelphia

This project provides for the engineering, design, and installation of replacement escalators at SEPTA's rail transit and regional rail stations. Currently, there are 44 escalators within the SEPTA system.

### TIP Program Years (\$ 000)

### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	ACT3	4,834				
CAP	LOCAL	166				
CAP	ACT3		4,834			
CAP	LOCAL		166			
CAP	ACT3			3,867		
CAP	LOCAL			133		
CAP	ACT3				3,867	
CAP	LOCAL				133	
CAP	ACT3					9,667
CAP	LOCAL					333
Fiscal Year Total		5,000	5,000	4,000	4,000	10,000
			Total FY 01-04 Cost		18,000	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

SEPTA

TIP# S099 Regional Rail Substation Imp. Program

MPMS# 0

AQ Code X

This project provides for improvements to the traction power supply system for SEPTA's Regional Rail Service. The first facility to be addressed is the 30th Street Switching Station in Amtrak's Penn Coach Yard. This substation, which is over 70 years old, currently distributes traction power to SEPTA catenary circuits at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station and the Center City Commuter Tunnel. A new switching station will be constructed in SEPTA's Powelton Yard to replace the old substation. Replacement of this substation will rectify the power interruptions caused by this aged facility. The second facility to be addressed is Callowhill Substation, which is located on the former Reading Railroad viaduct just below the north portal of the Center City Commuter Rail Tunnel. This substation is one of 12 autotransformer substations that converts the incoming voltage from 24,000 volts to 12,000 volts and distributes the traction power to all SEPTA rail lines that operate to the north of the City. This facility has deteriorated and requires replacement. A new facility will be constructed on SEPTA property adjacent to the Portal switching Station at Green Street. Both facilities will house state-of-the-art circuit breakers, swithgears and control equipment.

### TIP Program Years (\$ 000)

### Later FYs

<u>Phase</u>	<u>Fund</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	
CAP	ACT3		3,383			
CAP	LOCAL		117			
CAP	ACT3				9,667	
CAP	LOCAL				333	
CAP	ACT3					20,784
CAP	LOCAL					716
Fiscal Year Total		0	3,500	0	10,000	21,500
			Total FY 01-04 Cost		13,500	



# DVRPC FY 2001-2004 TIP

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## Pennsylvania - Transit Program

SEPTA

TIP# S100 Callowhill Bus Garage Replacement

MPMS# 0

AQ Code X

This project provides for the design and construction of a new bus facility to replace the existing 87-year old bus garage, located at 59th Street and Callowhill in southwest Philadelphia. Buses at this facility serve 18 bus routes. Areas requiring construction include a service area for fueling, bus washing and cleaning, a maintenance area for repairs, lube and tire change area, areas for bus storage, employee parking, transportation building, office areas, areas for revenue equipment repairs and vault pulling. In addition, site work in preparation for the construction of the facility, site utilities placement, parking and roadway construction will also take place.

TIP Program Years (\$ 000)						Later FYs
Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	5,000				
CAP	LOCAL	208				
CAP	TBOND	1,042				
CAP	FTA-F			8,000		
CAP	LOCAL			333		
CAP	TBOND			1,667		
CAP	FTA-F				14,000	
CAP	LOCAL				583	
CAP	TBOND				2,917	
CAP	FTA-F					17,000
CAP	LOCAL					708
CAP	TBOND					3,542
Fiscal Year Total		6,250	0	10,000	17,500	21,250
			Total FY 01-04 Cost		33,750	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

### SEPTA

TIP# S101 *Intelligent Systemwide*  
MPMS# 0 Communications Improvements

AQ Code X

This project provides for the design and construction of a centralized communications infrastructure. Elements include the installation of voice lines, radio interfaces, standard computer networks, video and other connection methods at all SEPTA node locations. This new communications infrastructure would support fare systems, closed circuit television cameras, recorders and monitors at stations and security-sensitive locations, electronic signs and public address systems, station alarms, intercoms and telephones, signal system non-vital logic devices and private radio communications base stations, such as transit police stations, operator/dispatcher functions and control center requirements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	1,000				
CAP	LOCAL	42				
CAP	TBOND	208				
Fiscal Year Total		1,250	0	0	0	0
Total FY 01-04 Cost					1,250	

TIP# S102 *Intermodal Facility Improvements*  
MPMS# 0 in Bucks County

AQ Code 20020

This project provides for the installation of bus shelters, signage, and facility improvements at three SEPTA stations: Croydon, Levittown and Warminster. In addition, parking expansion will take place at Croydon and Warminster Stations as part of the intermodal improvements.

#### TIP Program Years (\$ 000)

#### Later FYs

Phase	Fund	FY 2001	FY 2002	FY 2003	FY 2004	
CAP	DEMO	2,500				
CAP	LOCAL	104				
CAP	TBOND	521				
Fiscal Year Total		3,125	0	0	0	0
Total FY 01-04 Cost					3,125	



# DVRPC FY 2001-2004 TIP

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## Pennsylvania - Transit Program

SEPTA

TIP# S103 *Intermodal Facility Improvements*

MPMS# 0 in Montgomery County

AQ Code 20020

This project provides for the engineering and construction of facility improvements at two intermodal facilities in Montgomery County: Jenkintown/Wyncote Station and Glenside Station. This project would include the installation of bus shelters, construction of multi-level parking garages and improved signage and communications.

### TIP Program Years (\$ 000)

### Later FYs

<u>Phase</u>	<u>Fund</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	
CAP	DEMO	2,500				
CAP	LOCAL	104				
CAP	TBOND	521				
Fiscal Year Total		3,125	0	0	0	0
			Total FY 01-04 Cost		3,125	
Total for SEPTA		524,041	453,191	459,138	466,631	1,876,099
			Total FY 01-04 Cost		1,903,001	



# DVRPC FY 2001-2004 TIP

Approved by DVRPC Board on July 27, 2000

## Pennsylvania - Transit Program

	2001	2002	2003	2004	Later FYs
Grand Total	542,287	471,517	477,464	484,957	1,876,099
		Total FY 01-04 Cost		1,976,225	











